CYCLE NEWS®

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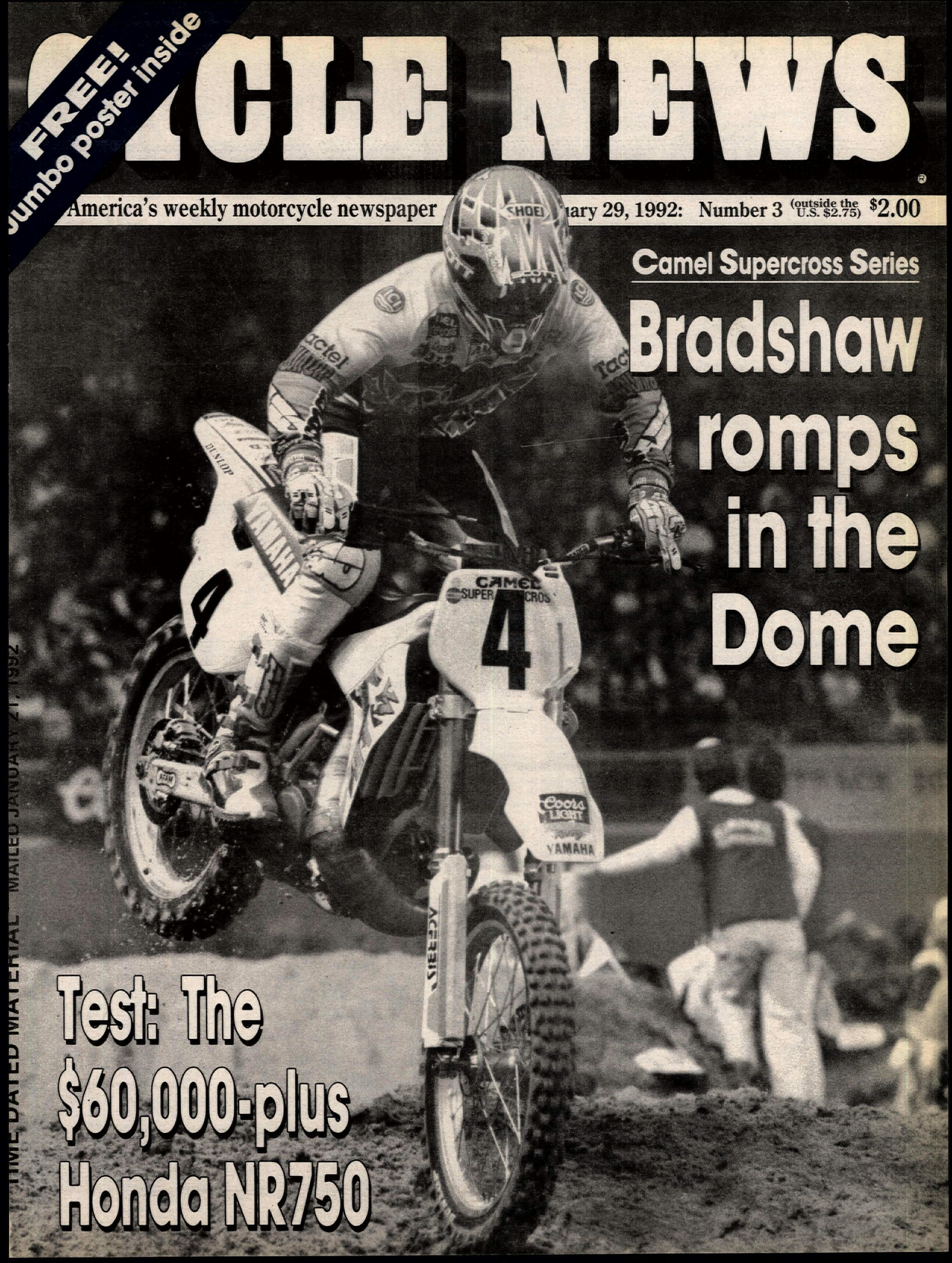

Camel Supercross Series

Bradshaw romps in the Dome

Test: The $60,000-plus Honda NR750

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IN THE WIND By Papa Wealey

Frenchman **Stephane Peterhansel**, aboard the Team Yamaha Motor France Mobil 1 YZE850, won the Paris-to-Cape Town Rally. Former MX World Champion **Danny LaPorte** of Redondo Beach, California, finished second, 24 minutes behind the 26-year-old Frenchman. LaPorte was riding a Cagiva sponsored by Lucky Strike. The 7800-mile rally started in Rouen, France, on December 22 and took participants the length of the African continent — through Libya, Niger, Chad, Central African Republic, Cameroon, Gabon, Congo, Angola and Namibia — to the finish in Cape Town, the capital of South Africa, on January 16. The event replaced the Paris-to-Dakar Rally, an event that Peterhansel won in 1991.

AMA National Hare & Hound Champion **Danny Hamel** (Kaw) won the Best in the Desert-promoted Gold Strike World Championship Hare & Hound in Jean, Nevada, January 19. **Garth Sweetland** (Kaw) finished second and Over 30 class rider **Darin Cartwright** (Yam) was third.

AMA Amateur MX National Champion **Timmy Ferry** (Kaw) swept the 125 and 250cc Pro classes at round four of the Florida Winter AMA MX Series at Dade City Raceway, January 19. Canadian **Ross Pederson** (Suz) topped the Vet Pro class and was runner-up to Ferry in the 250cc Pro class.

Kyle Lewis (Yam) won the Ultracross final at the opening round of the Mickey Thompson Off-Road Championship GP Series at southern California's Anaheim Stadium, January 18. **Mike Craig** (Kaw) was second, and **Gene Naumac** (Kaw) third. The expected debut of Rick Johnson in an off-road truck failed to materialize. Johnson's truck wasn't finished in time for the race.

The day after he won the Ultracross final, **Kyle Lewis** swept the 125 and 250cc Pro classes during round four of the GFI California Winter MX Series South held at Los Angeles County Raceway in Palmdale. **Willy Musgrave** (ATK) topped the 500cc Pro class and **Joe Waddington** (Yam) was the Vet Pro class winner.

After finishing second behind 125cc Pro class winner **Allan Dyck** (Yam) at the third round of the GFI California Winter MX Series North at Hollister Hills, January 19, **Dean Matson** (Hon) came back to win the 250cc Pro class. **Eric Sandstrom** won the 500cc Pro class and **Jeff Watts** (Hon) topped the Vet Pro division.

Tallon Vohland (Suz) was the overall winner in the 125 and 250cc Pro classes at round four of the CMC Golden State Nationals held January 18-19 at Glen Helen OHV Park in San Bernardino, California. **Carlo Hulsen** (Hon) scored the 500cc Pro class win and **Brian Myerscough** (ATK) was the Vet Pro class winner.

Doug Chandler (Yam) won the January 19 San Jose Endurothon at the Santa Clara County Fairgrounds in northern California. **Chris Carr** (Suz) finished second. Both Chandler and Carr lapped the field. **Rob Damron** (Yam) was third.

The California Off-Road Vehicle Association (CORVA) has pledged its support to ensure that southern California's **DeAnza Cycle Park** is reopened and will hold a meeting to discuss the issues and concerns of park users at 10:30 a.m. on Saturday, February 1, at the Honda Training Center in Colton, California. DeAnza Cycle Park, located on the edge of Moreno Valley, was closed January 2 so that the Riverside County Parks Department can begin making improvements to the facility. Off-road users are skeptical that the park will be reopened since the Parks Department doesn't have a contract to begin construction and have scheduled a meeting with Riverside County and State Park officials for 10 a.m. on Saturday, February 8, in Rubidoux. For more information, contact CORVA at 714/841-3756.

In conjunction with the February 1 Seattle Kingdome round of the Camel Supercross Series, Team Yamaha's **Damon Bradshaw**, **Doug Dubach** and **Jeff Emig** will be on hand to sign autographs and meet fans at Federal Way Cycle Center in Federal Way, Washington, Friday, January 31. They'll be at the shop from 6:30 p.m. to 8:00 p.m. For more information call 206/838-3290 or 1-800/422-2381.

The same night, Team Suzuki's **Guy Cooper** and **Larry Ward** will be signing autographs at Aurora Suzuki in Seattle. You can catch the pair from 6 p.m. to 7 p.m. For more information, call 206/783-2323.

You'd better hurry if you want to be road racing a 1992 **Honda RS250R** this coming season. Honda says they have "a couple" of the road racers available. They're $17,000 each and come with a comprehensive spares kit. Want one? Call Dirk Vandenberg at 310/783-3747.

KTM America has announced its 1992 National Off-Road Racing team. National Enduro Champion **Jeff Russell** will return to defend his title, joined by **Kelby Pepper**. Pepper will also contest the National Championship Reliability Enduro Series and other selected events. Former National Hare Scrambles Champion **Scott Plessinger** will be back for another season, and he'll concentrate on the National Championship Cross Country Series and other selected National and Regional Championship events. KTM, however, hasn't confirmed its plans for the National Championship Hare & Hound Series, but look for **Jimmy Lewis** to head KTM's effort.

In an effort to encourage more **500 Premier** class motorcycles to take part in **AHRMA** vintage road race meets, AHRMA has created a **$10,000 point fund**. The class, open to 1968 and earlier 500cc OHV/OHC and 750cc sidevalve GP-type machines, includes some of the rarest and most desirable competition motorcycles — Matchless G50, BSA Gold Star, BMW Rennsport, Harley-Davidson KR, Vincent Grey Flash, Norton Manx, and MV and Benelli multis. The fund will be split evenly at season's end among the top 10 point-scorers in AHRMA's Historic Cup Series and Showcase Crown Series.

Glendora, California's Citrus College will offer a **motorcycle repair class** during the spring semester. Beginning and advanced classes are available. Enrollment is now open; call 818/914-8511. For more information on the class, call 714/596-6409.

The first-ever **Ride for Kids by Honda** in southern California will take place on Sunday, February 16. The ride will start at the Old Dana Point Cafe and proceed south to the Del Mar Fairgrounds. Part of a series of similar events held across the country, the ride will raise money to fight pediatric brain tumors, the number one cause of death of children by disease. A minimum donation of $35 allows participation in the ride and additional donation levels earn premiums like T-shirts and hats. A $300 donation earns entry in a drawing for a 1992 Honda Gold Wing. Rider magazine will provide awards to top fund raising individuals and clubs. Riders and passengers of all motorcycle brands are invited to join the ride. The Dana Point Merchants and Professional Association will host a free breakfast. Team Honda's Jean-Michel Bayle and Jeff Stanton will be at Del Mar to sign autographs and lunch will be supplied by Ralph's Grocery Company. Participating Honda dealers in California have solicitation kits and more information.

Three one-hour grand prix races will compose the **1992 Glen Helen GP Winter Series**, held at Glen Helen OHV Park in San Bernardino, CA. Race dates are February 2, February 9 and March 1. For more information, call 714/261-5329.

TravelCraft, the motorcycle travel agency, has a cure for the Grand Prix blues. While you're justified in bemoaning the loss of the U.S. GP at Laguna Seca, you can brighten up your summer by attending one of two road race GPs that TravelCraft is conducting tours to this summer. The Grand Prix of Spain at Jerez will be the highlight of a May 4-11 tour, while a June 21-29 tour will take you to the Dutch TT at Assen. TravelCraft's tours include airfare, car or bike rentals, hotels and race tickets. For more information call their California office at 800/241-1223.

The FIM Management Council has decided to **retain the timed practice qualifying system at World Championship MX Series** events. The decision overturns a proposal made at the autumn FIM Congress meetings in New Zealand that called for qualifying races to be held the day before the GPs. Increased costs and tire supply problems for qualifying races were cited for keeping the qualifying practice system. Except for two riders named by the promoter, all other riders must now qualify for a MX GP, unlike the past where the top eight riders in the previous years' point standings were automatically seeded. Two timed qualifying sessions, which reduce the field to 40 riders, and a timed practice session, which determines a rider's pick on the starting gate, will now be held the day prior to the GP. Previously, timed practice was held the morning of the GP.

Helmet painter **Troy Lee** designed a special helmet for multi-time National and Supercross Champion **Jeff Ward**, who plans to retire at the end of the 1992 season. The Kawasaki factory rider's newest helmet has every National number that he's ever earned painted on it. Under the visor are the words, "Farewell Tour."

Dirt tracker **Ronnie Jones** and his expectant wife, Trina, were on hand to spectate at the January 18 Houston Supercross. "I came to root for my

AMA road race Nationals set for TV

The AMA announced its eight-race 1992 National Road Race Championship Series schedule on January 20, and also confirmed that seven of the eight races will be televised nationally.

The television package will consist of five, 60-minute shows as part of Prime Network's Thursday night motorsports lineup. Camel Motorcycle Week and the Daytona 200 will be televised by the Nashville Network (TNN). In addition, a national broadcast of the third round of the series at Laguna Seca International Raceway will be announced in the near future.

Following the March 8 running of the Daytona 200, the series moves to Texas World Speedway on April 11-12 before heading to Laguna Seca on April 25-26. The fourth round of the series at Charlotte Motor Speedway will be held on May 2-3 and will be broadcast on TNN as will the fifth round at New Hampshire International Speedway on June 20-21. The final three rounds of the series will all be part of the TNN package; June 27-28 at Road America in Elkhart Lake; August 1-2 at the Mid-Ohio Sports Car Course in Lexington, Ohio; and the series finale on October 3-4 at Texas World Speedway in College Station, Texas.

All the Nationals will feature Superbike, 250cc Grand Prix, SuperTwins (a new class for '92), 600 and 750cc Supersport and the Harley-Davidson Twin Sport class. In addition, most of the Nationals will feature a three-hour AMA/CCS U.S. Endurance Series race and some will have vintage races run by the American Historic Racing Motorcycle Association (AHRMA).

Ten races on tap for WERA in '92

The 10-race WERA Pro Series will get underway on April 5 at Willow Springs International Raceway in Rosamond, California, and will commence on November 1 with the Grand National Final at Road Atlanta in Braselton, Georgia.

In between will come the Road Atlanta Nationals on May 16-17; the F-USA vs Canada Challenge at Shannonville Motorsport Park in Ontario, Canada on May 30-31; the Pacific Nationals at Seattle International Raceway in Kent, Washington on June 13-14; the Northwoods Nationals at Brainerd International Raceway on July 18-19; the Indy Nationals at Indianapolis Raceway Park on August 8-9; the Pocono Cycle Jam at Pocono International Raceway on August 22-23; the WERA 24-Hours West at Willow Springs on September 12-13; a tentative race titled the Sunshine State Nationals at Moroso Motorsports Park in West Palm Beach, Florida on September 18-19 and the series finale at Road Atlanta on October 28-November 1.

In addition, WERA has announced that Air Tech Streamlining returns this year as title sponsor for the WERA Formula II class while Metzeler will also return as title sponsor for the 600cc Novice class — the Metzeler Future Stars — as well as the Grand National Final.

buddy, Guy Cooper," said Jones, who is one of Cooper's Oklahoma neighbors. Trina is due in late March, shortly after the season-opening Daytona Short Track. "You can feel it kicking," said Jones. "I can't wait."

The time qualifying sessions on Wednesday, March 4, for the Sunday, March 8, running of the Daytona 200 **will qualify only the four fastest riders** — the front row of the grid. The change from qualifying the 10 fastest was made to place more emphasis on the Twin 50 qualifying races held on Friday, March 6.

World Championship Motorsports' **Bob MacLean** has confirmed that he will field a one-rider team in the World Championship 500cc Road Race Series. MacLean said his rider is yet to be named, although it's more than likely that it will be Australian Peter Goddard.

The FIM Management Council has authorized **FIM President Jos Vaessen** and General Secretary Guy Maitre to enter the final stages of negotiations with TWP (Two Wheel Promotions) and Dorna and to sign a binding agreement as soon as final wording and some legal aspects of the contract are settled. The main issue still to be decided is the matter of IRTA's (International Racing Team's Association) place in the World Championship. Reportedly, the FIM does not wish to sign a contract that specifically makes reference to IRTA, but accepts the binding nature of the contract between TWP and IRTA, guaranteeing IRTA important powers and also financial conditions of the racing teams. TWP and Dorna had originally planned to announce the Grand Prix schedule on January 22 and may still be able to do so if the FIM, TWP and Dorna meeting on January 21 is successful.

The **Superbike class of the European Road Racing Championship has been canceled**, according to the FIM. The World Championship Superbike Series will now integrate the riders from the canceled championship with a consolation race being held in addition to the two World Superbike legs for all riders who don't qualify. There will also be a separate classification for riders who don't participate in the five races outside Europe — as a European Superbike Championship. The FIM is also discussing having a **600cc Supersport World Championship** in 1993.

Brad Morrison has been disqualified from the Vintage 4 National Final held during the WERA Grand National Finals on October 31 at Road Atlanta, giving the win to **Mike Tiberio**. WERA has ruled that Morrison's Suzuki TR750 is ineligible for Vintage 4 class racing.

Brainerd International Raceway will host, for the fourth straight year, the U.S. round of the World Championship Superbike Series on June 14.

Mike Hale, the 1990 Camel Pro Rookie of the Year, was also seen spectating at the Astrodome. "I can remember coming up here to watch the short track when I was five," said Hale. "I wish we could get another race like that going, I think we'd put on a better show than this. . . "

The August 5 **Sturgis National Short Track** round of the Camel Pro Series at Black Hill Speedway in Sturgis, South Dakota, has been changed to a 600cc National. No replacement has been announced, and the 1992 Camel Pro Series is now down to 16 races. As the schedule now stands, the 600cc National Championship Dirt Track Series will consist of 10 races.

The **Automobile in Art Gallery** in Long Beach, California, will open on Saturday, January 25. The gallery's initial show will feature both automotive and motorcycle art, the latter from **Hector Cadematori**, whose illustrations have graced the pages of several motorcycle publications including our very own *Motorcycle Road Racer Illustrated*, and **Steve Possom**, the sculptor who created Glory Days for the AMA Motorcycle Heritage Museum. The gallery is located at 213B North Pine Avenue in downtown Long Beach.

If **Jeff Stanton** can cross the finish line first in the January 25 Coors Light Challenge in Anaheim Stadium, he'll become the third rider to win two supercross events at the southern California facility. Stanton, who won the event last year, would join 1979 and 1981 winner **Kent Howerton** and 1988-'89 winner **Rick Johnson** in completing back-to-back Anaheim triumphs (there was no Anaheim race in 1980).

HIRED: Tyrone van Hooydonk, former *Cycle News* and Cycle magazine editorial staff member, as a senior account executive at Los Angeles-based Burson-Marsteller. Hooydonk will handle the Suzuki account for the public relations firm.

CORRECTION: We erred not once, but twice in the spelling of Darren Bachard's name in our coverage of the November 23 District 36 49'er Enduro that appeared in our January 8 issue. Californian Bachard, who is sponsored by Santa Rosa Kawasaki, dropped zero points in the enduro, to tie AA class rider Dave Bertram for the overall win. Bachard was the 250cc A class winner.

NAMED: Jerry "Speedy" McHale as AMA Championship Cup Series (AMA/CCS) director of competition. McHale has relocated to North Carolina where he will divide his time between the AMA/CCS headquarters and selected CCS races. He will retain his duties as national referee for the AMA Pro Series.

NAMED: Richard Chigashi to the position of executive vice president of Sunstar Engineering U.S.A. Chigashi replaces Steve Satake, who held the position since 1976. Satake will be relocating back to the sprocket manufacturer's headquarters in Japan to assume new responsibilities.

BORN: Bryan Richard Scott, son of Craig and Kathy Scott, on January 9, in southern California. Craig is dealer parts support manager for American Suzuki.

CORRECTION: In our coverage of round two of the Florida Winter AMA MX Series at Diamondback Park, Cindy Cole was credited with winning the Women's class in the story. As the results indicated, Kim Sybert was the winner, and it was Sybert who hurt her arm in the first moto.

SIGNED: National Enduro Champion Jeff Russell by Fox Racing.

CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to images of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.

EDDIE LAWSON

Some call him the greatest rider who ever lived. Fast approaching legend status, nobody won more 500cc Grands Prix in the 1980s than Eddie Lawson. In seven years of World Championship competition, Eddie has won thirty 500cc Grands Prix. Only the legendary Giacomo Agostini and Mike Hailwood have won more and Hailwood's record of thirty-seven victories is within reach.

Crespinel's image of Eddie Lawson was created over a three-day period at the U.S. Grand Prix at Laguna Seca in April of 1990.

MARCO LUCCHINELLI

Former 500cc Grand Prix World Champion Marco Lucchinelli now heads the Ducati factory effort in the World Superbike series. He has been the impetus behind the current race effort from Ducati and has built the team to be the strongest, most effective, dominating force on the World Superbike circuit. The flamboyant Italian occasionally suits up to show off his riding talents at various events.

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ON THE FRONT PAGE:

Yamaha's Damon Bradshaw romped to a 14-second victory in the Coors Light Challenge in the Houston Astrodome. See page 6 for the complete story. Photo by Kinney Jones.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

Al Baker update

As we begin a new year and 1991 fades to history, my wife and I would like to thank all of you for your prayers for our son Al and the support you are continuing to give his business, XR's Only. It is helping to pay for his ongoing medical care and costs, which have been astonomical. His medical insurance quit paying for his care some time ago, and without your ongoing support of his company, we would not have been able to provide the financial support which is so vital to his continuing survival.

Al's condition remains much the same as it has been over the past two years, since his plane crash in Arizona on August 15, 1989. He is semi-comatose in a vegetative state with moderate brain damage. His pulse is strong and his breathing good, and he is not on any life-support machines. We can only hope for a miracle in future days, as there is nothing that medically speaking, can be done. We continue to hope, and it is only through all of your prayers, wishes and goodwill that we find the strength to face this difficult task and these painful times on a daily basis. Thank you for caring, and thank you for not forgetting him. Thank you, enthusiasts, and thank you, industry!

Cards and letters may help to revive Al's memory and mobility (though it's hard to say to what degree). If you wish to stop by or write, Al is at the Riverside Drive Convalescent Hospital, 12750 Riverside Dr., Room 25, North Hollywood, CA 91607.

Al & Betty Baker
Hesperia, CA

Wrong!

You guys are full of it. The last MX Grand Prix rider to win on a four-stroke was the legendary Bengt Aberg on the Hallman 500 Yamaha at the Luxemburg Grand Prix in 1977, not Kurt Nicoll on a BSA in 1969. This little matter of historical inaccuracy is why *Cycle News* would be wise to publish a real moto historian like yours truly.

Kenneth Dunn
Spring Valley, CA

Every "real moto historian" knows that Dave Nicoll (not his son Kurt) most certainly was the last four-stroke rider to win a motocross Grand Prix. BSA-mounted Nicoll won the Luxemburg 500cc MX GP at the Mont du Coq track in Ettelbruck on August 10, 1969. Aberg, riding the Hallman-Eneqvist Yamaha 500cc four-stroke, won the first moto at the 1977 Luxemburg GP, but finished third overall on time, behind Heikki Mikkola and Roger DeCoster. As for Kurt Nicoll, he campaigned a two-stroke KTM in the World Championship 500cc MX Series last year, and was ninth in the final point standings. We'll present a feature, "The 40 years of 500cc GP MX," in an upcoming issue . . . Editor.

Who's the best?

In response to the letter from John Hilliard (Living in the past) in your January 15 issue, the following is what I wrote in 1988 for the KK quarterly magazine and I still believe that it applies today:

Who is the fastest motorcycle racer ever?

Well, that is simple, isn't it? Just ask who holds the track record. Chris Carr and Bubba Shobert have stated that riders racing today are just getting better. No way, Jose! Let's go one giant step further and ask who is the best motorcycle racer ever? Now, I probably have your curiosity stirred up.

No *one* motorcycle racer is the best ever, in my opinion. How can you even compare the equipment or the riding talent of champions like Carroll Resweber to Bubba Shobert? I cannot imagine any present day rider on a rigid-framed motorcycle with sway-back handlebars sliding sideways without brakes and setting track records on a dusty, pot-holed race track like those common in years past, or riding in a 200-mile road race, let alone a 20-mile dirt track event.

If there is one thing I have learned in my short 36 years, it is that you can usually learn more by listening than by flapping your gums about how good you think you are. What I want to do is really compliment all the past racers for being the best motorcycle racer ever. I not only mean the past Grand National Champions, but great racers who have won a race, whether it was a flat track race, motocross, road race, hillclimb, enduro, hare scramble, etc. I know of a few very talented motorcycle racers who could have become Grand National Champion if only they hadn't broken their leg so badly, blown up their motorcycle, got a divorce, got involved with drugs, died in an accident on or off the race track, or just ran out of money.

Riders today are not any better than riders in the past, in my opinion. Any winning rider, past or present, is the best motorcycle racer ever.

Gary Scott
Clinton, TN

Scott was the 1975 Grand National Champion . . . Editor.

Hit the greedhead

For months, motorcycle racing enthusiasts have been reading, with great anticipation, about the political drama being played out between the FIM, IRTA, Dorna and Bernie Ecclestone. Bernie seemed to be the good guy in supporting the riders' concerns by wrestling the power from the old farts in the FIM. There was even a rumor that two American GP dates would be scheduled.

What manner of lunacy or strange drug transformed our hero into the power-mad megalomaniac who insulted Lee Moselle and every GP fan in the United States? Upping the price to $1.5 million and changing the dates with little to no warning was a real punk stunt.

All American enthusiasts should join me in boycotting any and all products that result from the 1992 GP season. Hit the greedhead where he'll feel it.

And where was Kenny Roberts and Company when Bernie was buggering us all? The only statements from them I have read have been a non-statement "Gosh, ain't it a shame" limp-wristed kind of crap.

Well, my friends and I, who have been attending the GP at Laguna Seca the past three years, have just become AMA Superbike fans.

Michael A. McNamara
Culver City, CA

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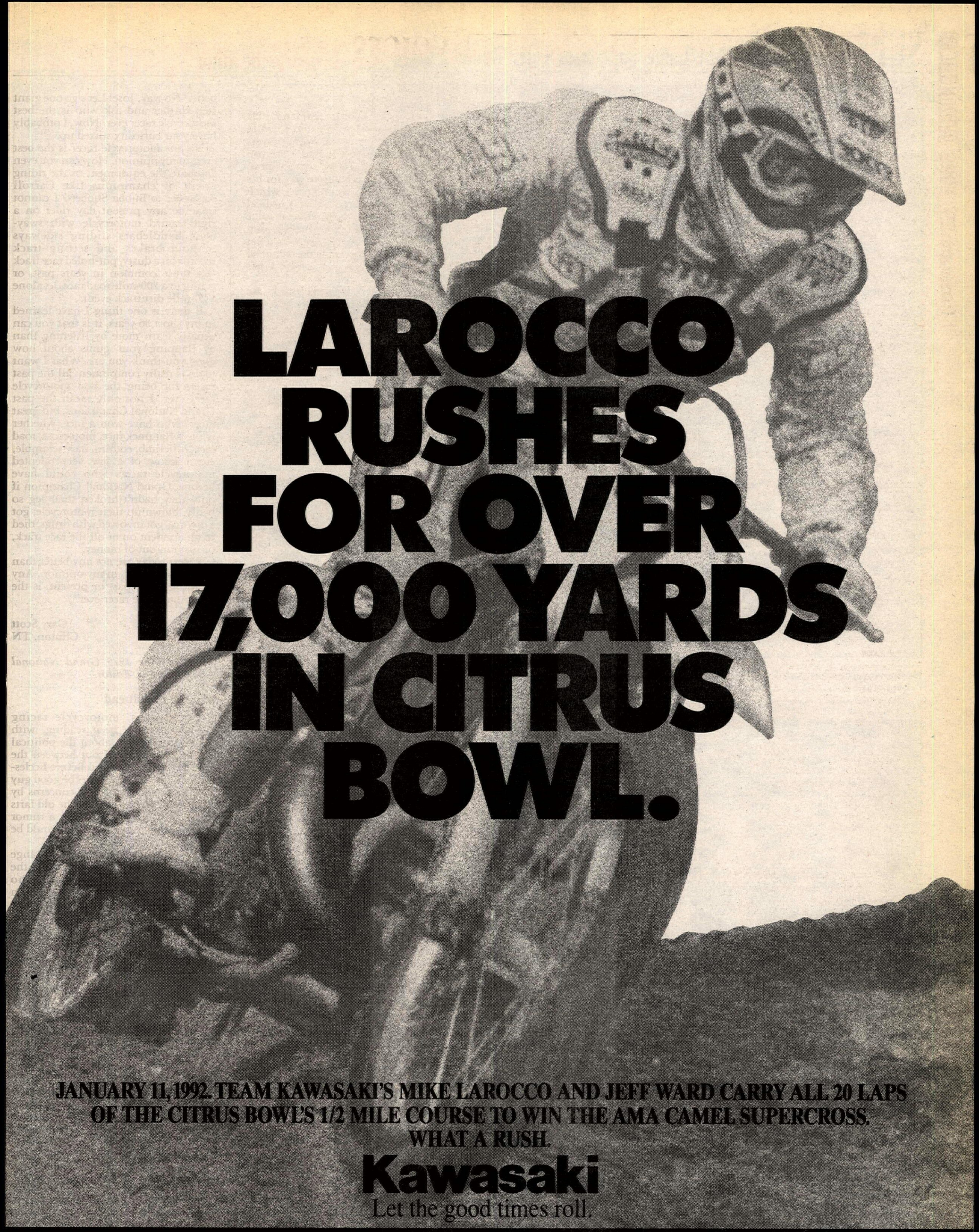
LAROCCO RUSHES FOR OVER 17,000 YARDS IN CITRUS BOWL.
JANUARY 11, 1992. TEAM KAWASAKI'S MIKE LAROCCO AND JEFF WARD CARRY ALL 20 LAPS OF THE CITRUS BOWL'S 1/2 MILE COURSE TO WIN THE AMA CAMEL SUPERCROSS. WHAT A RUSH.
Kawasaki
Let the good times roll.
MOTUL Synthetic Lubricants
FUJI ELECTRIC
Renthal
QMI
NGK RIGHT FROM THE START.
ACERBIS
DID
DURALT FUEL CONDITIONER
N Style
AUTHENTICS
SPORTS MEDICINE
SEATS AND GRAPHICS
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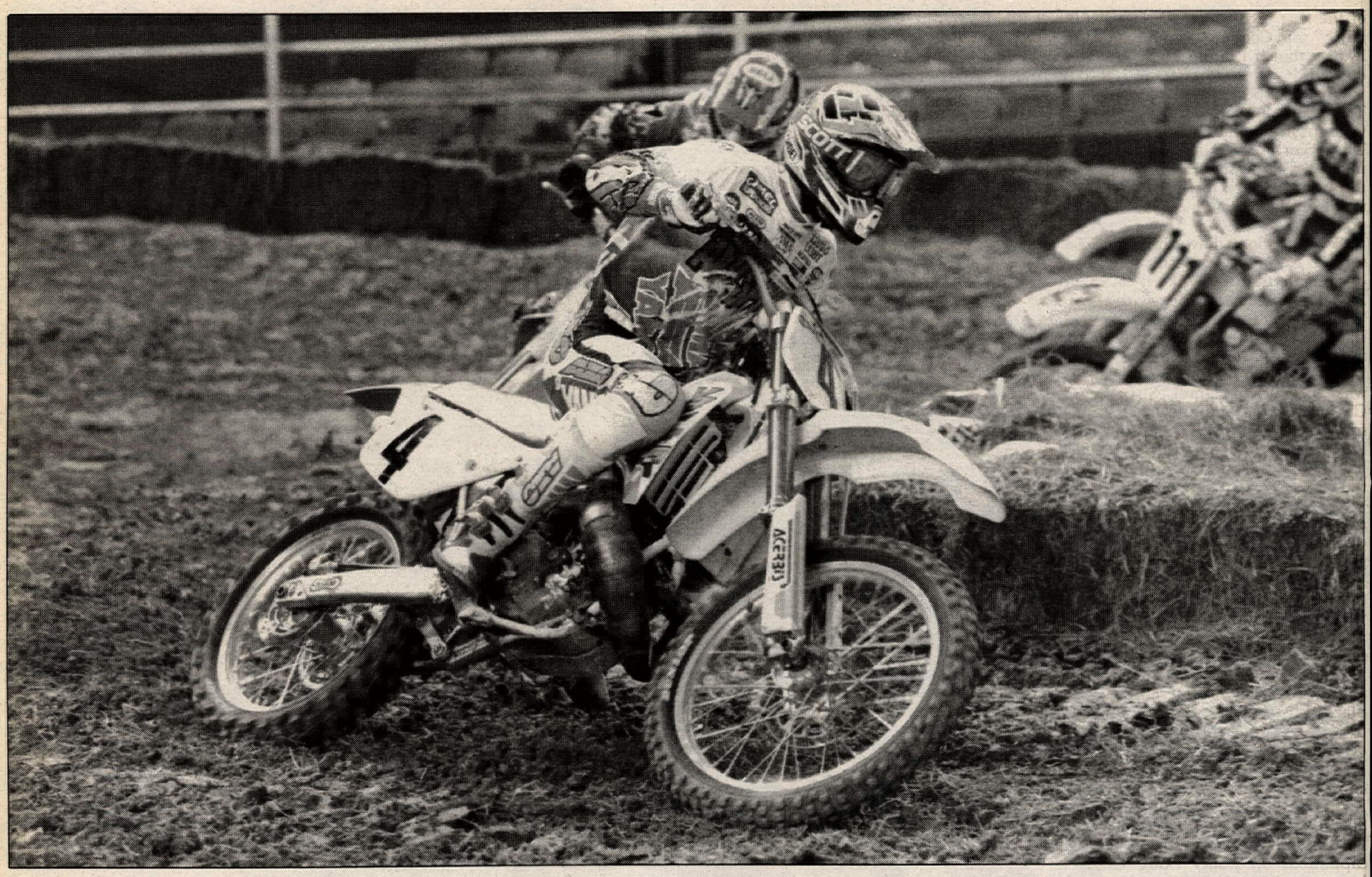
Effex
© 1992 Kawasaki Motors Corp., U.S.A. Always wear a helmet and appropriate apparel.

SUPERCROSS AMA/Camel Supercross Series: Round 2



Damon Bradshaw (4) passed Jeff Matiasevich (partially hidden) on the first lap of the main and rode on to the win. Stefan Everts (111) gated third, but finished ninth.

Guy Cooper (5) lapped Keith Johnson (29) en route to his second place finish.

Bradshaw forges ahead with Houston win

By Donn Maeda
Photos by David Goodspeed and Kinney Jones

HOUSTON, TX, JAN. 18

Things weren't looking too good for Team Yamaha's Damon Bradshaw when he lined up for the 20-lap Coors Light Challenge in the Houston Astrodome. The 19-year-old sensation from Moorseville, North Carolina, had struggled through his heat race, and was forced to earn a spot in the night's main event through a semi.

"I couldn't get off the line straight," said Bradshaw, who gated near the back of the pack in both races. "I guess it was just dumb luck."

At the start of the main event, though, Bradshaw's luck turned good as he followed only Kawasaki's Jeff Matiasevich out of the first turn. Bradshaw stormed into the lead before the completion of the first lap and went on to score the ninth Camel Supercross win of his career in convincing style. The victory also catapulted him from fourth to first in the series point standings, but he'll be the first to admit that the season is far from over.

"Sure, the win gives me a lot more confidence," said Bradshaw, who pocketed $5000 of the $30,000 purse. "We still have 14 races left, and I'm going to ride every race as if I'm last in points."

Bradshaw's triumph came in front of a crowd of 40,312, nearly 8000 spectators more than last year's event.

Matiasevich, still on the mend after breaking his femur in late 1991, ran second for over half of the 20-lap main event, but tired and faded to sixth at the finish.

"I just got tired, it's as simple as that," said the 22-year-old from La Habra Heights, California. "I'm just happy to be running out front like I was, especially since I had to take so much time off to let my leg heal."

Finishing second was Team Suzuki's Guy Cooper. The 29-year-old Oklahoman gated sixth and muscled his way past Matiasevich on lap 15 to secure the runner-up position, but was never a threat to Bradshaw, who crossed the finish line some 14 seconds ahead.

"I drew 11th pick on the line, which isn't good at all, so when I came out

of the first turn sixth I thought, 'Oh boy,' " said Cooper. "From that point, I knew that if I didn't crash, I would do well."

While Cooper enjoyed a decent start, Team Honda's defending Supercross Champion Jean-Michel Bayle did not. The Frenchman exited the first turn in dead last, but silently sliced his way through the pack to finish third and stand on the low step of the winner's podium.

"We still don't have the clutch set up like I want it. It doesn't jump out of the gate the way I like it to," said Bayle, who seemed happy with third. "I didn't get discouraged about my bad start, though. I just tried to not go too fast and crash; ride smooth."

Dejected with his fourth-place finish was two-time Camel Supercross Champion, Jeff Stanton. After beginning the race ninth, Stanton bulldogged his way into third, only to have Bayle pass him near the end of the race.

"The track is crap," said Stanton, a former Astrodome winner. "It's too easy and there's nothing to separate the good guys from the goons."

Rounding out the top five and finishing only inches behind Stanton was the Orlando season-opener winner, Mike LaRocco. The 20-year-old Team Kawasaki pilot was also forced to overcome a mediocre start, and rode to a rather uneventful fifth-place finish. LaRocco sits second in the series point standings, two points behind Bradshaw.

Making it two in a row in the combined Eastern and Western Regional 125cc main event was Team Suzuki's Brian Swink, the defending Eastern Regional Champion. Swink capitalized on leader Doug Henry's late-race misfortune to score his second win of the series. Henry, who was forced to slow when track banners became wrapped around the rear wheel of his DGY-backed Yamaha, held on to finish second ahead of Jeremy McGrath, the Western Regional Champion.

"I wasn't too worried, I was pretty sure I was going to pass him," said Swink, who earned $2000 of the $10,000 purse. "I'm real confident this year. Not to be cocky, but I feel that I'm the fastest rider out there."

250cc

At the start of the first eight-lap heat race that offered direct transfers to the main for the top four finishers, Matiasevich ripped off the line and rode to an uncontested win. Heading the chase of Matiasevich for most of the race was Belgian Stefan Everts, the 125cc World Champion, while Bayle and Stanton were forced to work up from midpack starts.

On lap one, Suzuki teamsters Steve Lamson and Larry Ward crashed in traffic over the triple jump. While Ward remounted and finished 12th, Lamson was taken to the hospital with a broken left thigh bone.

Bayle and Stanton repeatedly swapped positions, and by the fifth lap had carried their momentum to the rear wheel of Everts. Bayle was first to displace Everts, while Stanton followed him by the Belgian a few turns later. Although he gained a little on Matiasevich, time ran out and Bayle settled for second, just ahead of Stanton. Everts held on to fourth, and transferred directly to the main, while Kawasaki's Jeff Ward and Cooper headed for a semi.

"I'm not nervous like I was at Orlando," said a happy Matiasevich. "I feel more confident, and I'm riding more like I should be."

"I lost concentration at the end," said Everts. "I am happy to transfer from a heat. We will see what happens in the main."

Everts, son of four-time World Champion Harry Everts, plans to compete in six rounds of the Camel Supercross Series before returning to Europe to contest the 250cc MX GPs aboard Team Bieffe Suzukis.

"I am hoping to gain some experience in America," said Everts, who rode with the number 111 on his machine. (The same number that Bayle ran in his American debut in 1989.)"

Yamaha's Jeff Emig was fastest off the line in heat two and led 125cc National Champion Mike Kiedrowski and Doug Dubach around the track, while Bradshaw began the first lap in 16th.

Emig's lead lasted for only three laps, as he cased it on a triple jump and allowed Kiedrowski, Dubach and LaRocco to sneak past. Once in front, Kiedrowski kicked up the pace and pulled away for the win. LaRocco tried every trick in the book to get by Dubach, but the 28-year-old veteran wouldn't budge. Dubach held on to second, ahead of LaRocco and Emig, who earned the last direct transfer position. Finishing one spot out of a transfer was 250cc World Champion Trampas Parker, just ahead of a frustrated Bradshaw.

"I really wanted to win that heat," said Kiedrowski, who hails from Acton, California. "The track is really easy to go fast on, so I wanted to stay out front and not worry about racing with anyone."

The first six-lap semi saw a battle develop between the Wards; Jeff and Larry. Jeff led Cooper early in the race, but Larry stuffed his way past Cooper on lap three and began to stalk the leader.

"In a way, it was good when Larry passed me," explained Cooper. "That allowed me to calm down and look for some good lines."

Larry shadowed Jeff, but was unable to find a way past until the last lap, when Jeff lost control and crashed in the sand pit.

"The bike went into neutral when I landed off the triple," said Jeff Ward. "When I hit the sand, the bike stopped and I just tipped over."

Larry Ward was happy to assume the lead, and went on to score the win ahead of Cooper, a recovered Jeff Ward, two-time 125cc National Champion Micky Dymond and Off the Wall Racing's Mike Jones, who scored the last transfer spot.

"I'm not sure what happened to Jeff, but it looked kinda funny," said Larry Ward.

Noleen Racing's Shaun Kalos was the uncontested winner in semi two. The former factory Yamaha rider nabbed the holeshot and pulled out to an immediate lead.

"That was easy," said Kalos, who spent the past few seasons contesting the 250cc MX GPs. "I was surprised at how easy I won, though."

Bradshaw started poorly again and was forced to work up from a ninth-place start. By lap three, however, Bradshaw had sawed through the field and moved into fifth behind the group of Parker, Aloe Up's Ray Sommo and KTM factory rider Keith Johnson.

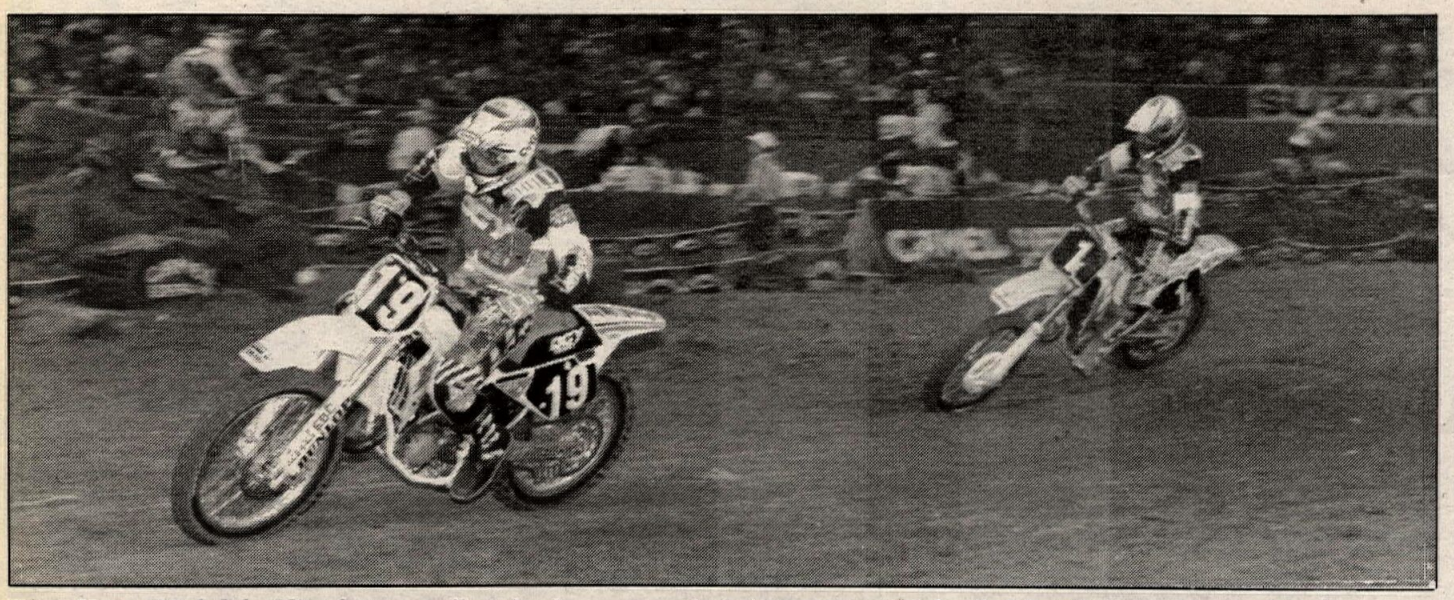
Within two turns and a short whoop section, Bradshaw displaced all three riders and took over second. Although he closed on Kalos, Bradshaw was forced to settle for second ahead of Parker, Sommo and Johnson.

Erik Kehoe blasted to an uncontested win in the six-lap Last Chance Qualifier aboard his On The Line Racing-backed Honda, while local favorite,

Everts (111) couldn't hold off Jean-Michel Bayle (1) and Mike LaRocco (7).

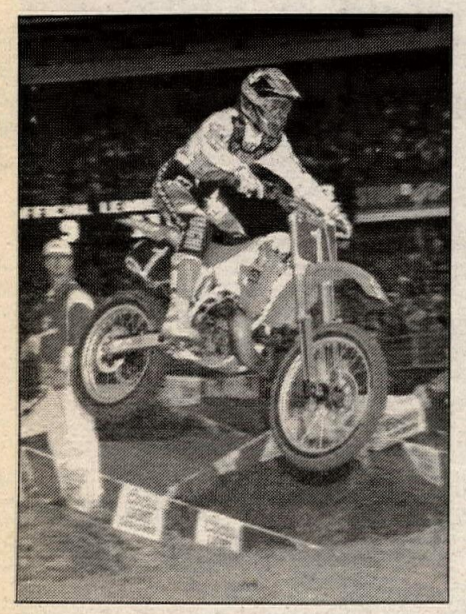
Jeff Stanton (2) worked past a tired Jeff Matiasevich (9) late in the main event.

SUPERCROSS AMA/Camel Supercross Series: Round 2



Doug Henry (19) led the 125cc feature until getting banners caught in his rear wheel. Brian Swink (1E) motored by for the win.

Bayle started dead last, but worked up to third place at the finish line.



Texan Dennis Hawthorne edged Rad n' Bad's Fred Andrews for the last transfer position of the night.

When the gate fell at the start of the 20-lap main event, Matiasevich and Bradshaw led the 18 other riders through the sharp, left-handed first turn. Bradshaw rode only inches behind Matiasevich for the first few turns before sailing past over a large triple jump. Once into the point position, Bradshaw turned up the wick and established an immediate lead.

"My strategy was to pull away right away, in case anything happened," said Bradshaw with a nasal voice. "I've been sick all week and I wasn't sure if it was going to hit me or not."

Matiasevich held a firm grip on second, while third place Everts fought to keep a charging Kiedrowski back. Everts gained a little breathing room when Kiedrowski stalled his Kawasaki in the sand pit. Unable to avoid his teammate, Jeff Ward tangled with Kiedrowski and dropped to 10th.

"I did all I could to miss him, but my footpeg got caught in Mike's front wheel," said Ward. "That was it from there, I dropped from fifth to mid-pack."

Cooper was able to avoid the Kawasaki mess and inherited third place ahead of LaRocco and Stanton, who both suffered midpack starts. After starting last, Bayle steadily picked off his competitors and moved into sixth by lap eight.

Cooper was the first rider to pass Everts when he sailed past in the sand pit at the halfway point.

"The sand pit gave a lot of guys problems. The way supercross bikes are set up, they start to wish-wash in that kinda stuff," explained Cooper. "So I would just jump over the whole thing!"

After being passed by Cooper, Everts began to fade. Stanton, Bayle and LaRocco freight-trained past the 125cc World Champion on lap 12, as did Kiedrowski one lap later.

"I began to tire, and I saw no reason to risk crashing," said Everts. "I am here only to gain experience and practice for the GPs."

Once into third, Cooper began to eat at the distance between himself and Matiasevich, while Bradshaw continued to add to his lead. Cooper closed to Matiasevich's rear fender by the start of lap 15, and leapt past in the sand pit.

"I pooped out," said Matiasevich. "It's been a major struggle for me the last five months, so I'm just really happy to be going as fast as I am. At least now I know the speed's still there; the conditioning will come in time."

Less than a lap later, Bayle stuffed Matiasevich as they exited a left-hander that led to a triple. Lacking the necessary momentum, Matiasevich landed short and allowed Stanton and LaRocco to sail past.

"When you're riding with this caliber of competition," said a surprisingly light-hearted Matiasevich. "that's all it takes to get passed."

From there, the top positions were set, as Bayle was unable to close on Cooper for second, and Cooper could do little to shrink Bradshaw's lead. Bradshaw sailed over the finish line some 14 seconds ahead of Cooper, who in turn enjoyed a five-second lead over Bayle. Stanton and LaRocco greeted the checkered flag only inches apart, well ahead of an exhausted Matiasevich.

"All I needed was a good start," said Bradshaw, who also scored the Astrodome win in 1990. "Well, at least I got my fair share of track time tonight."

"I took my time working through traffic," said Bayle of his come-from-behind ride. "I had to be careful because the track is not so technical. It is very fast, so it is dangerous. I was able to go faster than others in the turns; that is where I was strong."

"I got a bad start, and the track sucks. It was way too easy," said Stanton, upset with his fourth-place finish. "Everyone was doing everything. There were no technical whoop sections. . . nothing."

"I must have panic revved a dozen times over the triples," said LaRocco. "There were some big holes right after the last jump. Other than a few mistakes, I guess it was a pretty boring race."

After his earlier incident with Ward, Kiedrowski recovered to finish eighth, nipping Everts near the end of the race. After remounting, Ward suffered another setback when track banners got caught in his rear wheel.

"It was like "instant endo" over the triples, unless I held the throttle wide open," said Ward, who rounded out the top 10. "I got going good again until *that* happened. . . "

125cc

The combined Eastern and Western Regional 125cc feature saw a battle develop between DGY-backed Doug Henry and Team Suzuki's Eastern Regional Supercross Champion, Brian Swink. Jeff Dement and Jeromy Buehl, a member of the Peak Pro Circuit Honda Team, topped each of the two six-lap heat races, but were never a factor in the feature.

Team Suzuki's Ezra Lusk grabbed the holeshot when the gate dropped at the start of the 15-lap main event, with Western Regional Champion Jeremy McGrath, Buehl and Henry in tow.

McGrath stole the lead on lap two, while Henry proceeded to blitz past Buehl and Lusk on lap three. Once into second, Henry closed the gap on McGrath and began to apply the pressure.

Meanwhile, Swink steadily picked off his competitors as he worked through the field after suffering a ninth-place start. By lap five, Swink had closed to the rear fender of Henry, who in turn looked for a way around leader McGrath. Two laps later, Lusk fell while running fourth and then pulled out of the race.

Henry stole the lead from McGrath at the halfway point, and Swink followed suit less than a lap later. Once past the Peak Pro Circuit Honda pilot, Henry and Swink began to pull away.

"Nothing was clicking," said a frustrated McGrath. "I just wasn't riding as well as I can."

Swink stalked Henry for the next few laps, never dropping more than a bike length behind.

"The track was hard to pass on," said Swink. "So I figured I'd hang back and wait for a mistake."

Swink's persistence paid off on the next to last lap, when Henry went a little wide while exiting a right-handed sweeper. Henry brushed against the banners that lined the track and they became wrapped in his rear wheel.

Swink pounced on the opportunity, and stole the lead just before receiving the white flag, and went on to score the win. Henry held on to second, still well ahead of McGrath. Buehl crossed the finish line fourth, while Fort Dodge, Iowa's Chad Pederson followed a distant fifth.

"When I saw Henry suck up those banners, I knew I had it," said Swink. "When that happens, 99 percent of the time your rear brake will go out."

"I couldn't believe it," said a heart-broken Henry. "My heart just dropped. I *know* I would have won." CN

Results

250 HEAT 1: 1. Jeff Matiasevich (Kaw); 2. Jeff Stanton (Hon); 3. Jean-Michel Bayle (Hon); 4. Stefan Everts (Suz); 5. Jeff Ward (Kaw); 6. Guy Cooper (Suz); 7. Erik Kehoe (Hon); 8. Michael Jones (Suz); 9. Jason Krempin (Hon); 10. Dennis Hawthorne (Kaw); 11. Daniel Jannette (Suz]; 12. Larry Ward (Suz); 13. Micky Dymond (Hon); 14. Jim Chamberlain (Hon); 15. Dag Boyesen (Kaw); 16. Tony Graves (Hon); 17. Kerry Mulligan (Suz); 18. Joe Benyak (Kaw); 19. Chris Young (Suz); 20. Steve Lamson (Suz).
Time: 6 minutes, 54.78 sec.

250 HEAT 2: 1. Mike Kiedrowski (Kaw); 2. Doug Dubach (Yam); 3. Mike LaRocco (Kaw); 4. Jeff Emig (Yam); 5. Shaun Kalos (Kaw); 6. Damon Bradshaw (Yam); 7. Trampas Parker (Hon); 8. Brian Manley (Hon); 9. Fred Andrews (Suz); 10. Keith Johnson (KTM); 11. Ray Sommo (Suz); 12. David Hand (Hon); 13. Kip Sandell (Yam); 14. Clay Hoenshell (Suz); 15. Cliff Palmer (Suz); 16. Chris Smith (Kaw); 17. David Demanges (Hon); 18. Terry Osborn (Suz); 19. Mark Pillion (Hon).
Time: 7:00.10.

250 SEMI 1: 1. Larry Ward; 2. Guy Cooper; 3. Jeff Ward; 4. Micky Dymond; 5. Michael Jones; 6. Dennis Hawthorne; 7. Erik Kehoe; 8. Daniel Jannette; 9. Tony Graves; 10. Jim Chamberlain; 11. Kerry Mulligan; 12. Chris Young; 13. Jason Krempin; 14. Joe Benyak; 15. Bag Boyesen; 16. Steve Lamson.
Time: 5:07.20.

250 SEMI 2: 1. Shaun Kalos; 2. Damon Bradshaw; 3. Trampas Parker; 4. Ray Sommo; 5. Keith Johnson; 6. Brian Manley; 7. David Hand; 8. Fred Andrews; 9. Cliff Palmer; 10. Kip Sandell; 11. Clay Hoenshell; 12. Chris Smith; 13. Terry Osborn; 14. David Demanges; 15. Mark Pillion; 16. Mike Fisher.
Time: 5:12.14.

250 LCQ: 1. Erik Kehoe; 2. Dennis Hawthorne; 3. Fred Andrews; 4. Cliff Palmer; 5. David Hand; 6. Kerry Mulligan; 7. Jason Krempin; 8. Tony Graves; 9. Kip Sandell; 10. Dag Boyesen; 11. Chris Young; 12. Chris Smith; 13. Jim Chamberlain; 14. Terry Osborn; 15. Brian Manley; 16. David Demanges; 17. Joe Benyak; 18. Clay Hoenshell; 19. Daniel Jannette; 20. Mark Pillion; 21. Steve Lamson; 22. Mike Fisher.
Time: 5:16.15.

250 MAIN: 1. Damon Bradshaw (Yam); 2. Guy Cooper (Suz); 3. Jean-Michel Bayle (Hon); 4. Jeff Stanton (Hon); 5. Mike LaRocco (Kaw); 6. Jeff Matiasevich (Kaw); 7. Shaun Kalos (Kaw); 8. Mike Kiedrowski (Kaw); 9. Stefan Everts (Suz); 10. Jeff Ward (Kaw); 11. Doug Dubach (Yam); 12. Larry Ward (Suz); 13. Erik Kehoe (Hon); 14. Jeff Emig (Yam); 15. Trampas Parker (Hon); 16. Michael Jones (Suz); 17. Keith Johnson (KTM); 18. Dennis Hawthorne (Kaw); 19. Ray Sommo (Suz); 20. Micky Dymond (Hon).
Time: 17:27.51.

CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Damon Bradshaw (43) (1) ; 2. Mike LaRocco (41) (1); 3. Jeff Stanton (38); 4. Jean-Michel Bayle (35); 5. Jeff Ward (33); 6. Guy Cooper (29); 7. Doug Dubach (26); 8. Jeff Matiasevich (25); 8. Mike Kiedrowski (25); 10. Larry Ward (23); 11. Jeff Emig (20); 12. Trampas Parker (14); 12. Erik Kehoe (14); 12. Shaun Kalos (14); 15. Stefan Everts (12); 16. Steve Lamson (11); 17. Mike Fisher (9); 18. Mike Jones (8); 18. Keith Johnson (8); 20. Fred Andrews (5).

125 HEAT 1: 1. Jeff Dement (Suz); 2. Tyson Vohland (Yam); 3. Phil Lawrence (Suz); 4. Damon Huffman (Suz); 5. Buddy Antunez (Hon); 6. Tommy Clowers (Kaw); 7. Jeremy McGrath (Hon); 8. Dana Wiggins (Yam); 9. Chaun McAlister (Suz); 10. Travis Hodges (Suz); 11. Jimmy Gaddis (Suz); 12. Ty Harris (Kaw); 13. Chris Brown (Suz); 14. Brad Strunk (Hon); 15. Tim Hodes (Hon); 16. Michele Monte (Hon); 17. Terry Osborn (Suz); 18. Tracy Bachman (Hon); 19. J. Mitchell (Hon); 20. Barry Weinberger (Kaw).
Time: 5:19.32.

125 HEAT 2: 1. Jeromy Buehl (Hon); 2. Doug Henry (Yam); 3. Mike Brown (Hon); 4. Brian Swink (Suz); 5. Jimmy Button (Yam); 6. Ezra Lusk (Suz); 7. Chad Pederson (Yam); 8. Jason Edwards (Kaw); 9. Grayson Goodman (Suz); 10. Barry Carsten (Suz); 11. Jason Krempin (Hon); 12. Mark Pillion (Hon); 13. Coby Robb (Hon); 14. Paul Lindsey (Suz); 15. Dave Castillo (Suz); 16. David Demanges (Hon); 17. Doug Stone (Kaw); 18. Luea Pretto (Hon); 19. Tony Graves (Hon).
Time: 5:11.06.

125 LCQ: 1. Chris Brown; 2. Barry Carsten; 3. Jason Krempin; 4. Brad Strunk; 5. Ty Harris; 6. Coby Robb; 7. Dave Castillo; 8. Doug Stone; 9. Mark Pillion; 10. Paul Lindsey; 11. Jimmy Gaddis; 12. Tim Hodes; 13. Barry Weinberger; 14. Travis Hodges; 15. Tracy Bachman; 16. Davdi Demanges; 17. Luea Pretto; 18. Thad Merz; 19. Terry Osborn; 20. J. Mitchell.
Time: 3:37.57.

125 MAIN: 1. Brian Swink (Suz); 2. Doug Henry (Yam); 3. Jeremy McGrath (Hon); 4. Jeromy Buehl (Hon); 5. Chad Pederson (Yam); 6. Dana Wiggins (Yam); 7. Buddy Antunez (Hon); 8. Tommy Clowers (Kaw); 9. Jimmy Button (Yam); 10. Grayson Goodman (Suz); 11. Barry Carsten (Suz); 12. Damon Huffman (Suz); 13. Jeff Dement (Suz); 14. Mike Brown (Hon); 15. Tyson Vohland (Yam); 16. Jason Edwards (Kaw); 17. Jason Krempin (Hon); 18. Chris Brown (Suz); 19. Phil Lawrence (Suz); 20. Brad Strunk (Hon); 21. Chaun McAlister (Suz); 22. Ezra Lusk (Suz).
Time: 13:25.09.

125 EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS: 1. Brian Swink (50) (2); 2. Doug Henry (38); 3. Jeromy Buehl (36); 4. Jimmy Button (32); 5. Chad Pederson (30); 6. Jeff Dement (23); 6. Barry Carsten (23); 8. Ezra Lusk (22); 9. Mike Brown (17); 9. Jason Edwards (17).

125 WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS: 1. Jeremy McGrath (20); 2. Dana Wiggins (15); 3. Buddy Antunez (14); 4. Tommy Clowers (13); 5. Damon Huffman (9); 6. Tyson Vohland (6); 7. Jason Krempin (4); 8. Phil Lawrence (2).

The 1992 (HTAC) Husqvarna TransAmerican Championship Cash Contingency Program.

HTAC 1992 CASH CONTINGENCY PROGRAM

AMA NATIONAL ENDURO SERIES
9 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A 4-Stroke A
1st place each class **$200.00** 2nd place each class **$75.00**

AMA NATIONAL HARE SCRAMBLES SERIES
9 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A 4-Stroke A
1st place each class **$200.00** 2nd place each class **$75.00**

AMA NATIONAL CROSS COUNTRY SERIES
12 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A 4-Stroke A
1st place each class **$200.00** 2nd place each class **$75.00**

AMA NATIONAL HARE & HOUND SERIES
7 Events X 6 Classes:
125 B 250 B Open B
1st place each class **$150.00** 2nd place each class **$75.00**
125 A 250 A Open A
1st place each class **$200.00** 2nd place each class **$75.00**

BLACKWATER 100
1 Event X 10 Classes:
125 B 250 B Open B 4-Stroke B Senior Class B*
125 A 250 A Open A 4-Stroke A Senior Class A*
*1st place each class **$200.00** 2nd place each class **$100.00**

ALLIGATOR ENDURO
1 Event X 8 Classes:
125 B 250 B Open B 4-Stroke B*
125 A 250 A Open A 4-Stroke A*
*1st place each class **$200.00** 2nd place each class **$100.00**

AMA ISDE QUALIFIER SERIES
7 Events X 5 Classes:
(LETTER OF INTENT RIDERS ONLY)
125 Class / 250 Class / 500 Class / 350 4-Stroke / 500 4-Stroke
1st place each class **$250.00**
* * * Extra Bonus for Riders that Compete on 1992 ISDE
Gold Medal **$1,500.00**
Silver Medal **$750.00**
Bronze Medal **$200.00**

NETRA ENDURO SERIES
10 Events X 14 Classes:
125 B / 250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.*
125 A / 250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.*
*1st place each class **$200.00** 2nd place each class **$100.00**

SETRA ENDURO SERIES
10 Events X 14 Classes:
125 B / 250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.*
125 A / 250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.*
*1st place each class **$200.00** 2nd place each class **$100.00**

ECEA ENDURO SERIES
10 Events X 14 Classes:
125 B / 250 B / Open B / 4-Stroke B / B Sr. / B Vet. / B Super Sr.*
125 A / 250 A / Open A / 4-Stroke A / A Sr. / A Vet. / A Super Sr.*
*1st place each class **$200.00** 2nd place each class **$100.00**

ROCKY MOUNTAIN ENDURO CIRCUIT (RMEC)
8 Events X 10 Classes:
125 A 250 A Open A Senior A 4-Stroke A*
125 B 250 B Open B Senior B 4-Stroke B*
*1st place each class **$200.00** 2nd place each class **$100.00**

BLACKJACK ENDURO CIRCUIT (BJEC)
8 Events X 10 Classes:
125 A 250 A Open A Senior A 4-Stroke A*
125 B 250 B Open B Senior B 4-Stroke B*
*1st place each class **$200.00** 2nd place each class **$100.00**

TEXAS CROSS COUNTRY SERIES
8 Events X 8 Classes:
Expert 125 250 Open 4-Stroke*
Amateur 125 250 Open 4-Stroke*
*1st place each class **$200.00** 2nd place each class **$100.00**

MID SOUTH CHAMPIONSHIP SERIES
8 Events X 8 Classes:
Expert 125 250 Open 4-Stroke*
Amateur 125 250 Open 4-Stroke*
*1st place each class **$200.00** 2nd place each class **$100.00**

DISTRICT 36 & 37 ENDURO & HARE SCRAMBLES (California)
18 Events X 12 Classes:
125 B 250 B Open B 4-Stroke B B Sr. B Vet.*
125 A 250 A Open A 4-Stroke A A Sr. A Vet.*
*1st place each class **$200.00** 2nd place each class **$100.00**

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8 Events X 8 Classes:
125 B 250 B Open B 4-Stroke B*
125 A 250 A Open A 4-Stroke A AA*
*1st place each class **$200.00** 2nd place each class **$100.00**

Note: These are the only races eligible for HTAC points and HTAC cash contingency.

ELIGIBILITY REQUIREMENTS
- Only 1991 & 1992 Husqvarna models are eligible and riders must complete a 1992 HTAC Championship form for each event, including IRS Form W-9.
- All riders winning $600 or more in gift certificates or cash (total for calendar year 1992) will receive IRS Form 1099 reflecting the total won (this amount is reported to the IRS) and will be responsible for all taxes.
- Contingency will be paid to registered owner only per the warranty registration card submitted to CNA by the dealer at time of purchase.
- Cagiva will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle.
- Minimum of five (5) riders in a class to qualify for contingency.
- Contingencies are paid only once at dual-sanctioned events.
- All winning riders competing in Husqvarna "Cash Contingency Program" will receive a check direct from Cagiva N.A.. All riders competing in HTAC Program will receive "HTAC DOLLARS" gift certificate, valid until expiration date toward the purchase of a Husqvarna motorcycle or genuine Husqvarna parts & accessories at any authorized Husqvarna dealer nationwide.

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SUPERCROSS Florida Winter AMA Series: Round 3

Justin Jackson (401), Jim Neese (3) and Canadian Ross Pederson (80) head the 250cc Pro class as they funnel into the first turn on the floor of the Citrus Bowl.

Barry Carsten (34) leads Chris Coleman (96) and Joshua Steel (570) in the 125cc Pro class. Carsten held on to win the first moto over Coleman.

McMillen, Ferry clean up at the Citrus Bowl

By Mike and Anne Adair

ORLANDO, FL, Jan. 12

"I can't wait to call my wife in New York and tell her that I won," said Kurt McMillen after scoring the 125cc Pro class win at the Orlando Citrus Bowl. McMillen used consistent 3-2 moto finishes to win, while Tim Ferry went the more dominant route in the 250cc Pro class with a 1-1 score. Chris Coleman was the runner-up in both classes.

A grand total of 563 riders turned out to battle on the same track that the factory stars diced on the night before in the opening round of the AMA Camel Supercross Series. Sunday's AMA-sanctioned, WorldSports-promoted amateur supercross event featured 25 classes, and a day full of racing that didn't end until three hours after the stadium's lighting system was turned on because of darkness.

The first 125cc Pro moto saw Josh Steel grab the early lead, which he held for the next five laps until Barry Carsten took over. Steel eventually dropped back while Coleman, McMillen and Jeff Curry moved up into the second, third and fourth place positions.

Coleman closed in on Carsten at the finish, but Carsten held on for a narrow win. Coleman was second, followed by McMillen, Curry and Steel, respectively.

After the race, Coleman said, "It was hard to pass out there. I even tried yelling at Barry, but he didn't make a mistake."

Third-place McMillen said, "By the time I moved up, Carsten was too far ahead."

Tom Welch was the early leader in the second moto, but it ended up being Michael Treadwell's race. The Suzuki pilot soon found his way to the front and was never headed, despite falling once.

"I like the sand and thought that the sand pit would be a strong point for me," Treadwell said. "Instead, it was the only place that I fell."

McMillen, who clinched the class victory with a second-place finish, said, "I closed in on Treadwell in the last turn but ran out of time."

Vince DeVane, who was seventh in the first moto, finished third in the second moto for fifth overall, while

Welch finished fourth. Welch ended up sixth overall with 10-4 placings.

Kawasaki-mounted Justin Jackson blew to the front of the pack at the start of the first 250cc Pro moto, but Jim Neese, also on a Kawasaki, doubled by Jackson shortly after. Neese continued to lead for the remaining nine laps to score the moto win, while Jackson dropped back to fifth.

"There are so many classes running today, that I had to sit around three hours in between motos," said Neese. "The track felt strange by then."

Canadian Ross Pederson, who later won both the Plus-25 and Plus-30 A classes, was the runner-up, while Coleman took advantage of Ray Sommo's bad luck to finish third. Sommo, who had worked his way into the number three position after a fifth-place start, had his chain break on his Suzuki.

Rounding out the top five were Brian McElroy and Jackson.

In the second moto, Sommo managed to avoid hitting a fallen Neese in the first turn to take the early lead. The Suzuki pilot led for four laps until first-moto winner Ferry snuck by.

"I had a better line than Ray after the sand pit," said Ferry. "I waited for my chance, got a better drive and doubled by him."

Ferry held on for his second win, while Sommo edged out Coleman for the runner-up position. DeVane, Welch and Curry rounded out the top five.

Alan Andreu, who's been dominating the Vet Pro class, was beaten in both motos by series rival Ricky Palmer. Don Grahn, who finished fourth, said, "I don't think that Alan has ridden much supercross. He was tentative in the first start and looked at the jumps for a few laps before he began doubling them."

Palmer said, "Alan and I both wanted a win bad. We were over the doubles side by side in midair. Everytime that I looked over, his wheel was there."

The battle for third was equally as intense, with Grahn nipping Bart Lucas in two close races. Overall it was Palmer, Andreu, Lucas, Grahn and Jeff Hughes.

In the 125cc A class, Neese and Carsten traded moto wins with Neese emerging on top, via the second moto, tie-breaking victory.

"Barry got by me in the first moto," said Neese. "But in the second moto, he had a bad start, which made the win easy."

Not only did Ferry win the 250cc Pro class, he also scored the win in the 250cc A division, although Neese, Curry and Billy Schlag made it close. Neese ended up second overall, ahead of Curry, Jeff Yentzer and Earl May.

Matt Walker was also a double class winner. The Kawasaki rider aced the 65 and 85cc (7-11) classes. Finishing second to Walker in each class was Jessie Ballar and Donald Leddy.

In the Pee Wee division, Bubba Stewart was unbeatable. Steward had to pass Jeremy McDow before taking the win in the first moto and led from start to finish in the second.

Kim Sybert and Cindy Cole resumed their battle in the Women's class, this time it was Sybert coming out on top by winning both motos. Cole was the runner-up followed by Beth Rewis, Susan Rothnaier and Linda Cassels, respectively.

Anthony Pocorobba was a big winner at the Citrus Bowl. The Honda rider scored wins in three classes: the 125cc (12-15), and the 125 and 250cc B classes.

"I felt really good out there," said Pocorobba, "but I feel bad about a pass I did on Jason Sides in the 250cc class. I tried an inside line, hit a bump, crossed the track and hit him. I apologized to him later."

Kevin Knight kept his win streak alive by scoring the 500cc class victory. "Buying a new bike this year really helped out," said Knight. CN

Eddie Ray (14) and Anthony Pocorobba (7) show the rest of the 125cc B class the fast line through the whoops.

Donald Leddy (32) leads Aaron Lindsay (25) and Matt Walker (27) in 65cc 7-11 action.

Results

125 PRO: Kurt McMillen (Suz); 2. Chris Coleman (Yam); 3. Jeff Curry (Kaw); 4. Barry Carsten (Suz); 5. Vince DeVane (Suz); 6. Tom Welch (Hon); 7. Joshua Steel (Kaw); 8. Michael Treadwell (Suz); 9. Kenny Kizzar (Suz); 10. Timmy Ferry (Kaw).

250 PRO: 1. Timmy Ferry (Kaw); 2. Chris Coleman (Yam); 3. Ross Pederson (Suz); 4. Jeff Curry (Kaw); 5. Brian McElroy (Suz); 6. Justin Jackson (Kaw); 7. Jim Neese (Kaw); 8. Carl Vaillancourt (Kaw); 9. Kurt McMillen (Suz); 10. Michael Treadwell (Suz).

VET PRO: 1. Ricky Palmer (Hon); 2. Alan Andrew (Hon); 3. Bart Lucas (Hon); 4. Don Grahn (Hon); 5. Jeff Hughes (Kaw).

125 A: 1. Jim Neese (Kaw); 2. Barry Carsten (Suz); 3. Jeff Curry (Kaw); 4. Bret Beauchamp (Hon); 5. Bruce Stratton (Yam).

250 A: 1. Timmy Ferry (Kaw); 2. Jim Neese (Kaw); 3. Jeff Curry (Kaw); 4. Jeff Yentzer (Kaw); 5. Earl May (Yam).

P/W: 1. Bubba Stewart (Yam);2 . Jeremy McDow (Yam); 3. Chaz Northey (Yam); 4. Clayton Martin (Yam); 5. Zach Ritledge (Yam).

65 7-11: 1. Matt Walker (Kaw); 2. Jessie Ballar (Kaw); 3. Aaron Lindsey (Kaw); 4. Donald Leddy (Kaw); 5. Joshua Summey (Kaw).

85 7-11: 1. Matt Walker (Kaw); 2. Donald Leddy (Suz); 3. Joey Leblanc (Hon); 4. Daniel Leddy (Suz); 5. Aaron Lindsey (Kaw).

85 12-13: 1. Ricky Carmichael (Kaw); 2. Kenneth Jones (Hon); 3. Scott Pinson (Suz); 4. Joshua Sweat (Suz); 5. Richie Horton (Kaw).

85 14-15: 1. Kevin Windham (Kaw); 2. Robbie Skaggs (Kaw); 3. Robbie Horton (Kaw); 4. Danny Haynes (Kaw); 5. Jeff Easley (Hon).

MINI A: 1. Robbie Skaggs (Kaw); 2. Kenneth Jones (Hon); 3. Billy Wood (Kaw); 4. Ricky Carmichael (Kaw); 5. Johnny Davis (Kaw).

125 YTH: 1. Anthony Pocorobba (Hon); 2. Doug Dehaan (Suz); 3. Kevin Windham (Kaw); 4. Brian Rister (Hon); 5. Jason Sybert (Hon).

16-24: 1. Ryan Reynolds (Hon); 2. Bradley Strunk (Hon); 3. Chris Brown (Kaw); 4. Ray Mitchell (Hon); 5. Edward Gardner (Kaw).

WMN: 1. Kim Slybert (Hon); 2. Cynthia Cole (Yam); 3. Beth Rewis (Kaw); 4. Susan Rothnaier (Hon); 5. Linda Cassels (Yam).

PLUS 25 A: 1. Ross Pederson (Suz); 2. Earl May (Yam); 3. Ricky Palmer (Hon); 4. Matthew Crowd (Suz); 5. Kevin Foley (Kaw).

PLUS 30 A: 1. Ross Pederson (Suz); 2. Ricky Palmer (Hon); 3. Alan Andreu (Hon); 4. Bart Lucas (Hon); 5. David Bowman (Suz).

PLUS 35: 1. Bart Lucas (Hon); 2. Don Grahn (Hon); 3. David Bowman (Suz); 4. Jeff Hughes (Kaw); 5. Michael Cordino (Hon).

PLUS 40: 1. Barry Mayo (Hon); 2. Warner Wilbourn (Kaw); 3. Dave Curry (Suz); 4. Peter Harrison (Hon); 5. Thomas Bragg (Hon).

PLUS 25 B&C: 1. Rusty Sayres (Yam); 2. David Kuxhauer (Hon); 3. Dell Ellanson (Hon); 4. Kevin Knight (Hon); 5. Robert Kong (Suz).

PLUS 30 B&C: 1. Michael Corbino (Hon); 2. John Lundy (Hon); 3. Dell Miller (Suz); 4. Joel Cordell (Suz); 5. Roger Ambs (Yam).

125 B: 1. Anthony Pocorobba (Hon); 2. Adam Merich (Suz); 3. Sam Leigh (Yam); 4. Chris Brown (Kaw); 5. Andrew Despain (Hon).

250 B: 1. Anthony Pocorobba (Hon); 2. Richard Hamshire (Suz); 3. Dustin Rounds (Yam); 4. Homer Woolslayer (Hon); 5. Brian Behrmann (Suz).

500 B&C: 1. Kevin Knight (Hon); 2. David Kuxhausen (Hon); 3. Mike McConville (Kaw); 4. John Lundy (Hon); 5. Mark Cassels (Hus).

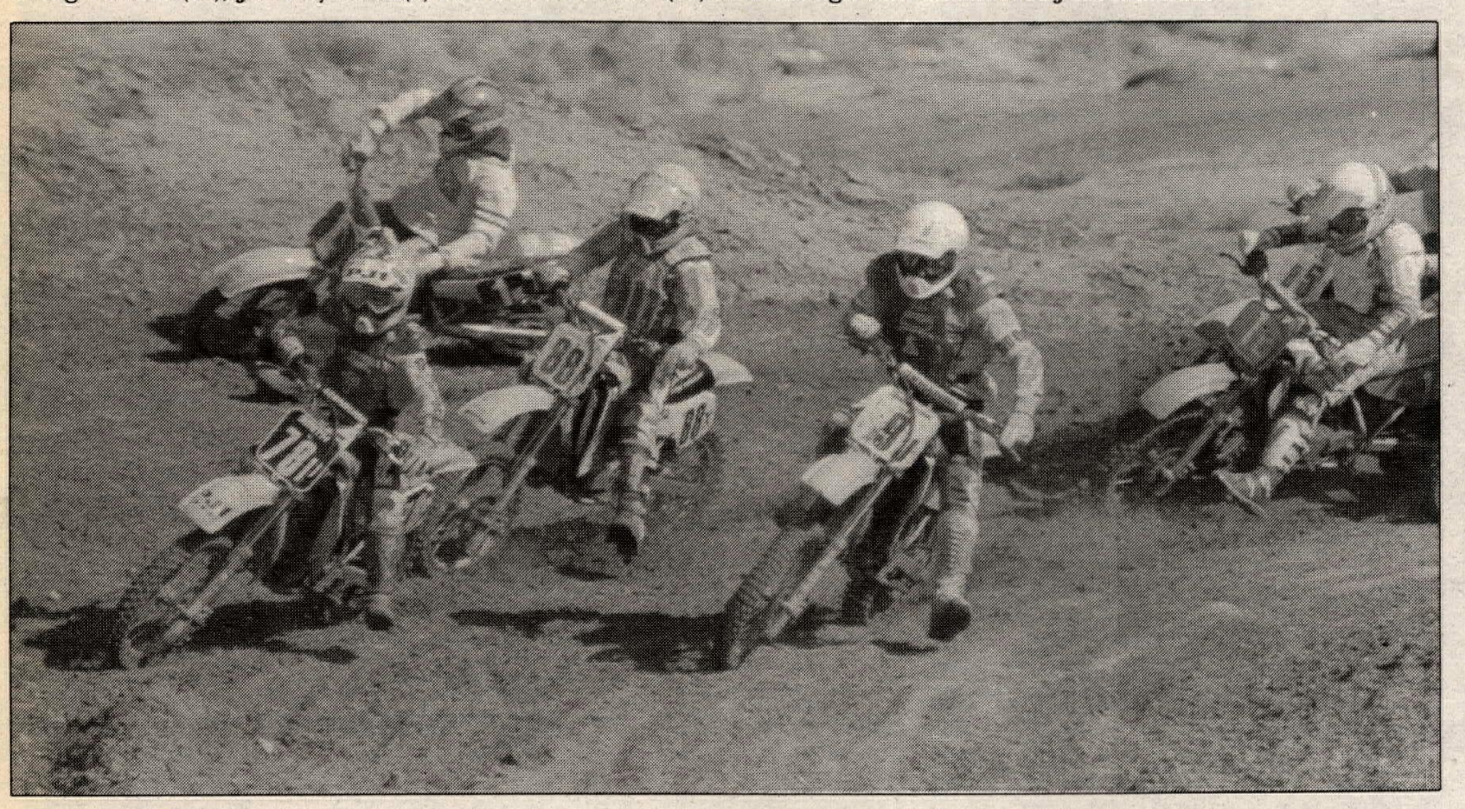
125 C: 1. Freddie Mitchell (Suz); 2. John Shippen (Hon); 3. Jason Peyes (Kaw); 4. Mike Decker (Kaw); 5. Zack Marco (Kaw).

250 C: 1. Dell Ellanson (Hon); 2. Zack Marco (Kaw); 3. Robert Branagnm (Kaw); 4. Edward Gardner (Kaw).

MOTOCROSS 16th CMC/Valvoline Golden State Nationals: Round 3

Tallon Vohland (26) and Mike Healey (1L) lead the 250cc Pros. Moments later, Vohland and Healey collided.

Doug Parsons (78), Jon Raymond (9) and Glenn Branson (88) race through turn one in 80cc Junior action.



McGrath, Metzger motor to Sunrise wins

By Paul Kellen

ADELANTO, CA, JAN 11-12

Jeremy McGrath and Mike Metzger scored the 125cc Pro and Intermediate class wins, respectively, at round three of the CMC Golden State Nationals, held at Sunrise Cycle Park. During the two days of racing, over 600 Amateur and Professional riders showed up to do battle on the jump-filled course.

Cycle Engineering's Damon Huffman grabbed the holeshot in the first 125cc Pro moto, with Tony Graves, Eddie Hicks, Scott Myers and Greg Tierheimer in tow. By lap two, however, Myers had motored into second with Mike Healey close behind. Healey wasted little time, and on lap two blasted past Myers and set after Huffman.

Healey reeled in the leader and made a mid-air pass over the front tabletop jump, but Huffman struck back with a block pass on the next lap.

"I saw an opening, so I took it," said 16-year-old Huffman.

"My front brake started to fade," explained Healey. "So I couldn't charge like I wanted to."

Meanwhile, Peak/Pro Circuit-backed McGrath began to come alive after a slow start and moved into fifth on lap six.

"I saw someone jump the gate and thought there would be a restart," said McGrath. "By the time I realized that there wouldn't be one, it was too late."

McGrath hit the afterburners, and soon found himself in third, behind Healey and Huffman. Time ran out for McGrath though, as Huffman scored the moto win with Healey second.

Tony Graves stole the holeshot in moto two, with McGrath, Huffman, Rodney Smith and Tallon Vohland in hot pursuit. Before the completion of lap one, McGrath, Huffman and Smith freight-trained their way past Graves.

Vohland jumped past Huffman on lap three, but was surprised to find himself stuffed back into third a few turns later. Vohland repassed Huffman on the next lap, this time for good.

Once into second, Vohland began to close the distance between himself and McGrath. By lap six, Vohland had closed to the rear of McGrath and rode the edges of the track looking for a way around.

"I kept running into lappers that would slow me down," said McGrath. "I would pull him, then get stuck behind a lapper and he'd catch up."

On the last lap, Vohland clipped a slower rider and went down. McGrath cruised to the moto win, while Vohland recovered in time to finish second ahead of Huffman and John Van de Berk. McGrath's 3-1 scores edged Huffman's 1-3 for the overall win, while Vohland earned third overall.

Terry Parsons was the fastest out of the gate in the first 125cc Intermediate moto, but enjoyed the point position for only a lap before the race was red-flagged. Jason Reed endoed over a double jump on the first lap and took nearly a third of the pack with him, bringing out the red flag.

The second start saw Metzger smoke out of the gate aboard his American Suzuki/Bill's Pipes/Joe Schmoe Graphics/Carbon Wurks/O'Neal/Shoei/Rip Rock/VP/WOR-backed RM125 and never look back. Behind Metzger, Joe DePatto, Parsons, David Pingree and Jeff Brownlee argued over the runner-up position. Pingree dove under DePatto in a tight turn and assumed second, but couldn't gain ground on Metzger. Metzger crossed the finish line with a four-second lead, ahead of Pingree, Parsons and Brownlee.

"Once I got out front, I just cruised," said Metzger. "I felt really smooth."

Tim Staufenbeil grabbed a huge holeshot in the second moto, and proceeded to lead the field for the first lap and a half. DePatto assumed the lead in the far section of the track, while Metzger looked to do the same. Staufenbeil slammed the door on Metzger, but was unable to foil another passing attempt a few turns later. Pingree was next to displace Staufenbeil, as he bounced past in the whoops.

Metzger pressured DePatto into making a mistake, and scooted into the front position. Once into the lead, Metzger blazed away with another comfortable lead. Pingree block-passed DePatto on the last lap to secure second and second overall, while DePatto and Staufenbeil followed. Staufenbeil was later penalized a lap for jumping the gate.

"No problems," said Metzger. "Everything just seemed to click today."

The 500cc Pros saw 20 riders roar down the start straight. Euro Cycle-backed Carlo Hulsen came out of the first turn with the lead, with Rex Staten, Steve Drew, Rich Taylor, Greg Zitterkopf and Jeff Pestana close behind. Taylor displaced Drew and began pushing Staten for second. Zitterkopf locked bars with Pestana and went down at the finish double which dropped him two positions. Hulsen continued to pull away from the pack and soon had a four-second cushion. Taylor tried to find a way around Staten, and rode the extreme edges of the track. At one point, he sent spectators running and tires flying. Taylor lost his front wheel in a turn, tweaking his wrist in the fall and retired for the day. This left Staten comfortably in second, leaving only the following positions to be determined. Dan Berg had worked his way up from a poor start and pushed Zitterkopf for third. Berg was all over Zitterkopf, rubbing tires with him in almost every corner. Hulsen cruised to the first moto win with Staten finishing second. Zitterkopf survived several situations that left his legs flailing behind his bike to hold off Berg for third, while Drey Dircks made a late moto pass to round out the top five.

Moto two again found Hulsen leading the pack around the track. Staten gated fourth, behind Tim Telford and Drew. Staten moved

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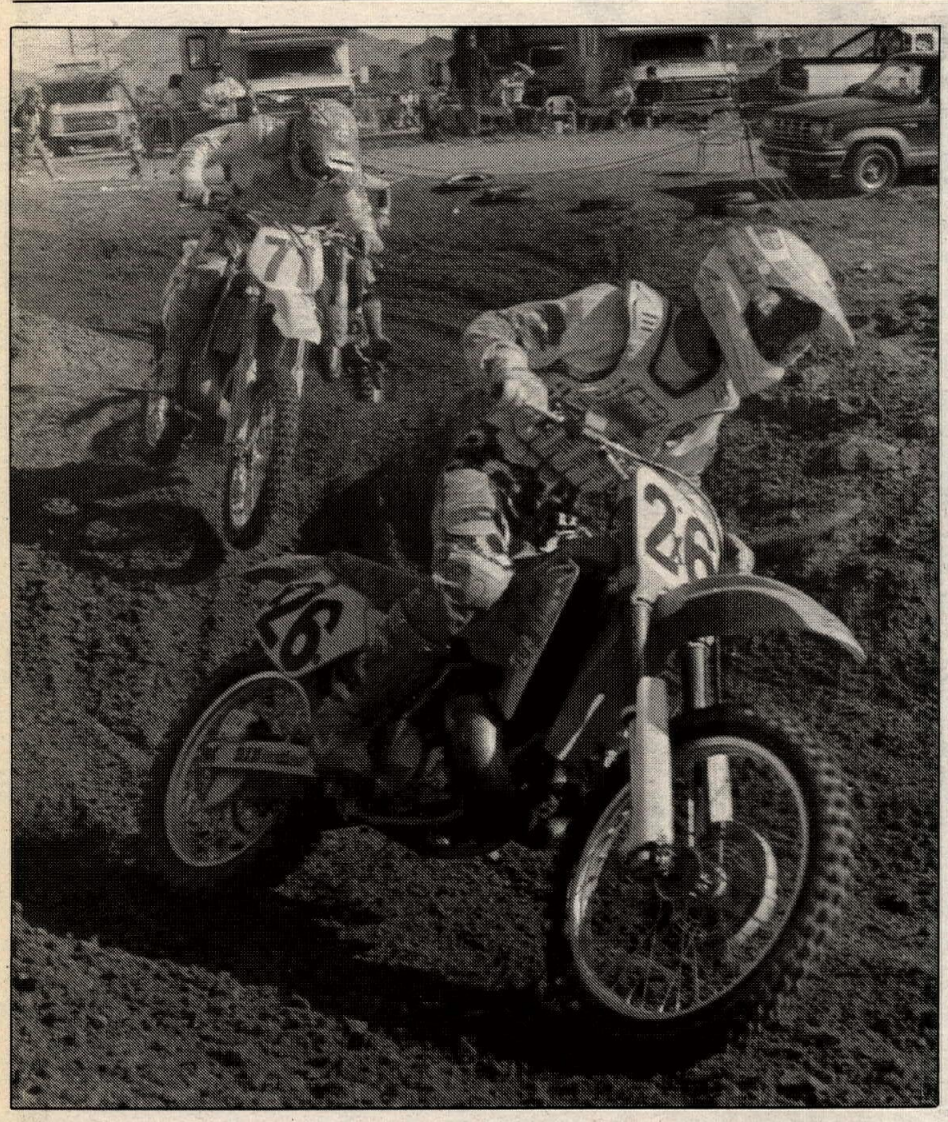
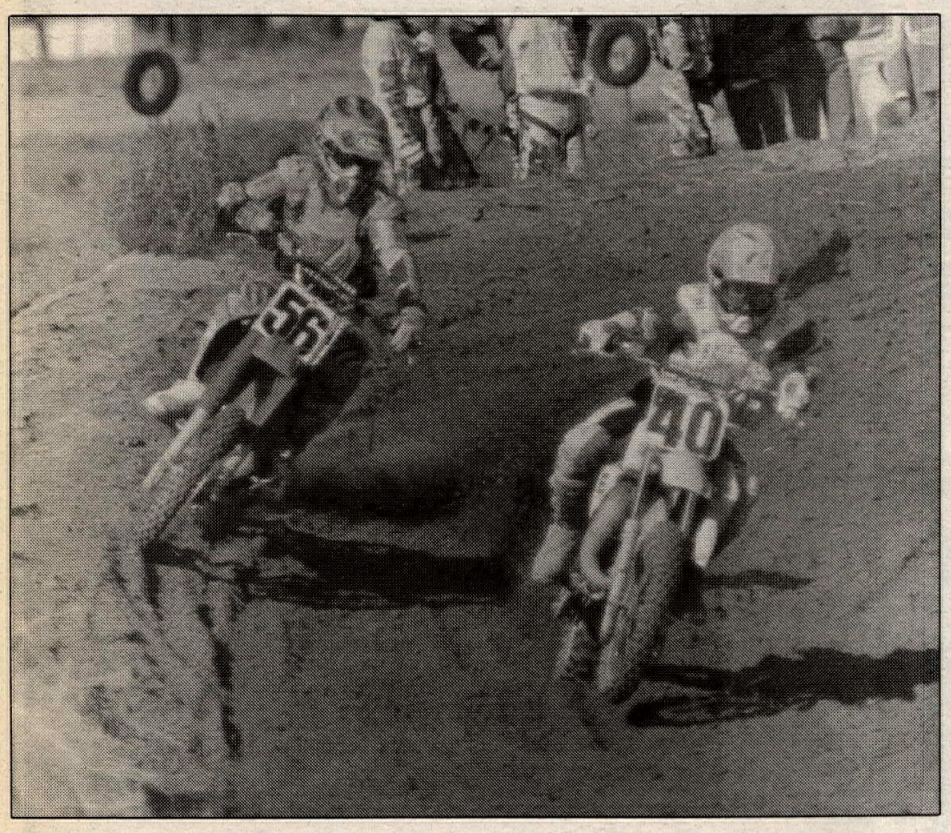
MOTOCROSS 16th CMC/Valvoline Golden State Nationals: Round 3



Kyle Lewis (71) chased winner Vohland (26) in the 250cc Pro class.

Eric Schnell (40) and Jason Howard (56) repeatedly traded positions.



Tony Graves (84) led Jeremy McGrath (72) off the line in the second 125cc Pro moto.

quickly to displace Telford and Drew, but was unable to reel in Huslen. Zitterkopf rode a conservative moto, but managed to lose Telford at the midway point. Hulsen crossed the finish line first with Staten, Zitterkopf, Dirks and Telford rounding out the top five.

The 250cc Pro race saw 43 riders fill the start gate to capacity. When the gate dropped, Vohland and Healey led the pack. When the two met in the first turn, Vohland clipped Healey's front tire, sending Healey to the ground in front of the entire pack. Healey suffered a broken nose and retired for the day.

When the dust cleared, it was AXO-backed Vohland in front, with Kyle Lewis, Bobby Moore and Huffman in chase. McGrath gated poorly and was lost in mid-pack. The top four riders set a blistering pace to separate themselves from the rest of the field. The only rider that could hang with them was Scott Myers. McGrath, though, was not one to be left behind. On lap four, McGrath displaced Myers for the fifth positiion and proceeded to run down the leaders. The top four riders continued to pull away and were leading by five seconds.

On lap eight, McGrath caught the leaders and joined the freight train as they blazed around the track. It wasn't until Lewis bobbled in a hairpin turn that Huffman could bang his way by. After getting pitched sideways in the rut, Lewis lost his momentum for the following tabletop jump. Moore leaped at the chance to pass Lewis, actually clipping his rear fender in the air as he went by. All this action allowed Vohland to pull away by a few bike lengths for some breathing room. Moore was the next rider to make a move when he block passed Huffman in the bowl turn in the back section of the track. On the last lap, McGrath blocked Lewis. Vohland scored the win, with Moore, Huffman, McGrath and Lewis rounding out the top five.

When the gate dropped for the second moto it was SCR rider Jeff Pestana out of the gate first. Before the end of the first lap, Vohland took over the lead. When the riders came around after the first lap it was Vohland in first with McGrath, Moore, Pestana and Phil Lawrence hot on his fender. Lewis was mired in the back of the pack.

"I gated really poorly and had nowhere to go." said Lewis.

By the fifth lap, the top three riders had separated themselves from the rest of the field by six seconds. Huffman was moving up through the field and began to pressure Lawrence. Huffman was able to slip by Lawrence in the back section of the track, while Lewis jumped past Pestana for sixth. Vohland held on for the win, followed closely by McGrath, Moore, Huffman, Lawrence and Lewis. The combined moto scores gave the overall to Vohland, Moore was second and McGrath, Huffman and Lawrence rounded out the top five.

In the 80cc Junior class, it was Doug Parsons topping the field with the best combined moto score. In moto one, Parsons nabbed the holeshot ahead of Jon Raymond, Jimmy O'Neal, Brian Sweany and Brian Rodriguez. O'Neal was the first to make a move, bouncing around the outside of Raymond. Sweany was unable to hold the pace and steadily slipped backwards into the pack. Parsons motored to the moto win with O'Neal raking in second, and Raymond, Jerry Aleman and Rodriguez rounding out the top five.

In the second moto Raymond ran off with the holeshot ahead of Parsons, Casey Lytle, Terrance Malan and Rick Elrod. Eric Schnell, who finished sixth in the first moto, gated mid-pack and turned the afterburners on. At the midway point, Schnell caught the leaders and in two more laps snatched the lead from Raymond. Schnell carried his momentum to the second moto win, with Raymond, Parsons, Elrod and O'Neal following.

In the 60cc 9-11 class, Monte Montague literally ran away with both motos, but was stripped of his moto win after a post-race protest. This gave Jerry Aleman the overall by a second moto tie-breaker over Justin Buckelew. Eric Williams, Darriel Blair and Jonathan Shimp rounded out the top five. CN

Results

P/W STK BEG: 1. Kyle Partridge (Yam); 2. Kit Kunath (Yam).

P/W STK JR: 1. Michael Blose (Yam); 2. Johner Faulkner (DMC); 3. Emmitt Kling (Itj).

P/W MOD: 1. Scott Nelson (Yam); 2. Michael Blose (Yam); 3. Dylan Lord (Yam).

60 0-8: 1. Chris McNatt (Kaw); 2. Bryan Jaramillo (Kaw); 3. Bobby Bonds (Kaw); 4. Scott Nelson (Kaw); 5. John Hopkins (Kaw).

60 9-11: 1. Jerry Aleman (DMC); 2. Justin Buckelew (Kaw); 3. Eric Williams (Kaw); 4. Daniel Blair (DMC); 5. Jonathan Shimp (Kaw).

80 OPEN 9-11: 1. Jerry Aleman (Suz); 2. Monte Montague (Kaw); 3. Justin Buckelew (Kaw); 4. Eric Williams (Kaw); 5. Robert Blake (Hon).

80 BEG: 1. Scott David (Hon); 2. Monte Montague (Kaw); 3. Jacob Machowsky (Hon); 4. Chad Norton (Kaw); 5. Nick Nolte (Suz).

80 BIG WHL: 1. David Ramsey (Kaw).

80 JR: 1. Doug Parsons (Suz); 2. Jon Raymond (Suz); 3. Eric Schnell (Suz); 4. Jimmy O'Neal (Hon); 5. Brian Rodriguez (Hon).

80 EX: 1. Jason Parsons (Kaw).

80 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Hon).

125 BEG D-1: 1. Keith Black (Suz); 2. Travis Louther (Yam); 3. Pat Foster (Suz); 4. Ryan Carroll (Hon); 5. D.J. Sweaney (Hon).

125 BEG D-2: 1. Steve Wanboldt (Hon); 2. Jeremy Brower (Kaw); 3. Ken Bitteroff (Suz); 4. Brian Falcetti (Hon); 5. Shane Medford (Suz).

125 JR D-1: 1. Greg Schnell (Suz); 2. Scott Johnson (Suz); 3. Cory Holcomb (Suz); 4. Pierre Oxelmark (Suz); 5. Shawn Ellis (Kaw).

125 JR D-2: 1. Jason Laufield (Suz); 2. Monte Harris (Suz); 3. Stephen Kennedy (Hon); 4. Stephen Petersen (Yam); 5. Jason Fields (Suz).

125 INT: 1. Mike Metzger (Suz); 2. David Pingree (Suz); 3. Joey DePatto (Hon); 4. Jeff Brownlee (Suz); 5. Terry Parsons (Hon).

125 PRO: 1. Jeremy McGrath (Hon); 2. Damon Huffman (Suz); 3. Tallon Vohland (Suz); 4. Scott Myers (Kaw); 5. Rodney Smith (Suz).

250 BEG: 1. Daniel Castro (Yam); 2. Bob Phillips (Hon); 3. Richard Worley (Yam); 4. Todd Alden (Kaw); 5. Joe Ryan (Hon).

250 JR: 1. Tim Nash (Yam); 2. Karl Lindstrom (Hon); 3. Joey Mendoza (Hon); 4. Lance Burgess (Suz); 5. Kay Mintyala (Yam).

250 INT: 1. Mike Metzger (Suz); 2. David Pingree (Suz); 3. Jeffrey Brownlee (Hon); 4. Dennis Dahlin (Kaw); 5. Bill Suaro (Hon).

250 PRO: 1. Tallon Vohland (Suz); 2. Bob Moore (Yam); 3. Jeremy McGrath (Hon); 4. Damon Huffman (Suz); 5. Phil Lawrence (Suz).

500 BEG: 1. Derek Gainer (Hon); 2. Don Grant (Hon).

500 JR: 1. Karl Lindstrom (Hon); 2. Daren McLaughlin (Hon); 3. Jim Harris (Hon); 4. Scott Hoffman (Hon); 5. Brandon Hogg (Hon).

500 INT: 1. Ardeis Svardvik (Hon); 2. Dennis Dahlin II (Kaw).

500 PRO: 1. Carlo Hulsen (Hon); 2. Rex Staten (Hon); 3. Greg Zitterkopf (Kaw); 4. Drey Dircks (Hon); 5. Dan Berg (Hon).

WMN: 1. Bonnie Warch (Suz); 2. Susan Lee (Kaw).

UTH JR: 1. Tim Nash (Yam); 2. Mike Scott (Yam); 3. Philip Wurster (Yam); 4. Mark Brooks (Suz); 5. Joe Skidd (Yam).

UTH INT: 1. Lance Burgess; 2. Jon Zhart (Yam); 3. Ty Swartz (Hon); 4. Merle Hammer (Yam); 5. Steve Reeves (ATK).

VET JR: 1. Fritz Schlagel (Yam); 2. Daniel Castro (Yam); 3. Joe Brown (Yam); 4. Steve Fry (Hon); 5. Brad Sloan (Hon).

VET INT: 1. Lance Burgess (Suz); 2. Larry Baker (Suz); 3. David Zahrt (Yam); 4. Greg Perolio (Hon); 5. Mark Brooks (Suz).

VET MSTR: 1. Kenny Zahrt (Yam); 2. James Sendelbach (Yam).

VET PRO: 1. Rex Staten (Yam); 2. Pete Murray (Suz).

OT JR: 1. Herbert Allen (Kaw); 2. Karl Scaslas (Yam); 3. John Meusling (Hon); 4. Gale Webb (Hon); 5. Danny Fields (Yam).

OT INT: 1. Tim Ketcham (Hon); 2. Lee Johnson (Hon); 3. Terry Judd (Yam).

OT MSTR: 1. Carl Gazafy (Kaw); 2. Gary Doggett (Hon); 3. Adrian Mesa (Yam); 4. Sam Groce (Suz); 5. Bob Leach.

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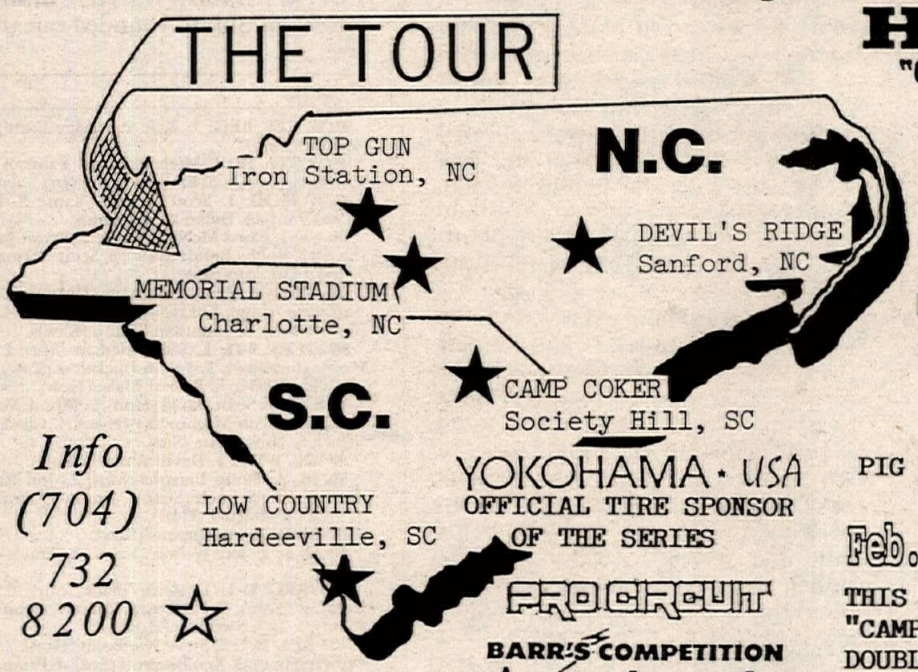

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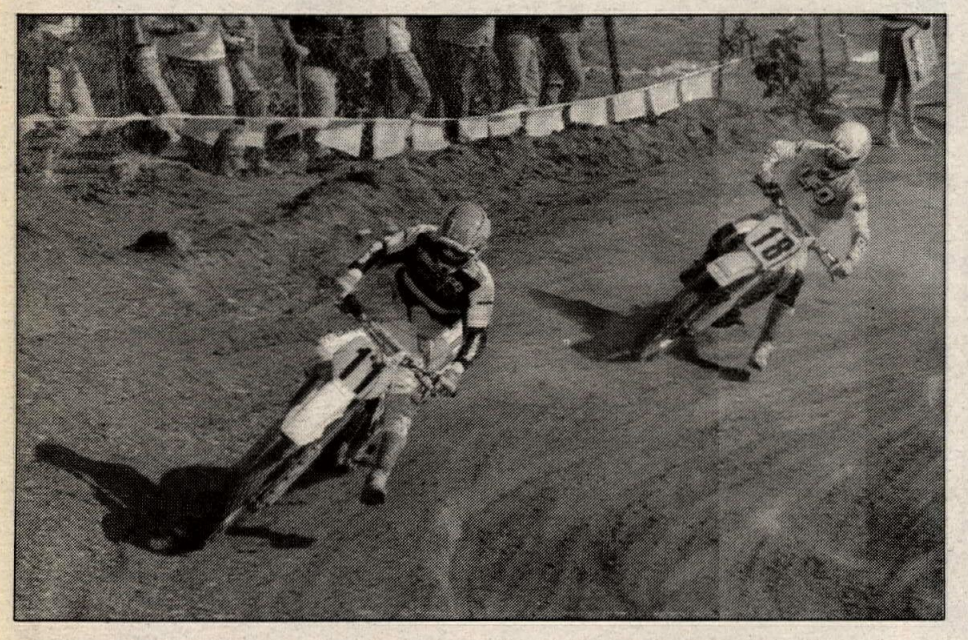
MOTOCROSS GFI California Winter MX Series South: Round 3

Bobby Navarro (9), Mark Blakley (7) and Lawrence Lewis (60) funnel through turn one in the 125cc Novice class.



Donny Schmit (11) and Bader Manneh (18) battled over the 250cc Pro class win.

Vet Pros Ron Turner (45), Michael Preston (0) and Randy Rodriguez (55) bang bars.

Schmit cashes in at Carlsbad

By Tony Alessi

CARLSBAD, CA, JAN 12

Donny Schmit powered his Chesterfield-backed Yamahas to overall victories in both the 250 and 125cc Pro classes at round three of the GFI California Winter Series, held at the infamous Carlsbad Raceway.

The 1990 125cc World Champion earned a total of $6680 for his efforts, with more than $6000 of that amount from Yamaha's contingency program.

"We have a real good contingency program for 1992 to help up-and-coming pro riders," said Wendy Chick of Yamaha Motor Corporation. "The Yamaha contingency program also helps amateur riders finance their racing effort, whereas in the past only select individual support was offered. The increased contingency will better serve all Yamaha riders."

Ideal track conditions prevailed when the first 250cc Pro class moto blasted off the starting line. Bader Manneh grabbed the holeshot while Mark Easley, Brian Manley and Mike Chamberlain filed in behind. Schmit was well off the pace and running ninth after the first lap was completed, as he was bottled up behind a cluster of riders which included Jeff Fine, Tony Amaradio and Italian Massimiliano Gazzarta.

Out front, Manneh rode smoothly and slipped away from a battle for second between Manley, Easley and Chamberlain. Manley dropped Easley to third at the start of the third lap, then Chamberlain began to pressure Easley. Chamberlain passed Easley through the mechanic's turn, but went a little wide in the following turn, which allowed Easley to squirt back into third. Easley then quickened his pace and pulled away from Chamberlain and reeled in Manley. Easley pulled up next to Manley on three occasions before he suddenly came to a stop.

"The spark plug broke in half, I have never seen anything like this before," Easley said.

Easley watched from the side of the track as Schmit charged through the pack. He cut under Chamberlain for third, then out-smarted Manley for second in a technical rutted area of the course to take control of second.

Schmit reeled in Manneh in the closing moments of the race, but lapped riders slowed his charge and allowed Manneh to slip away for the moto win. Schmit was second in front of Race Tech-supported Manley.

At the start of moto two, Chamberlain charged to the first turn in front of Schmit, Manneh and Manley. Chamberlain was flying aboard his JT Racing-backed Yamaha, and held Schmit off for nearly three laps before Schmit forged ahead for good. A few turns later Manneh slipped by Chamberlain for second, but Schmit had already opened a five-second advantage.

Schmit maintained a smooth, steady pace for the remainder of the race to score the moto and overall wins. Manneh finished second ahead of Joe Waddington and Chamberlain. Manley encountered problems on the third lap and failed to finish.

Schmit was back later in the day to top the 125cc Pro class. After finishing third in the opening moto behind Manley and winner Chamberlain, Schmit raced with a vengeance in the second moto. Schmit passed race-long leader Tony Amaradio two laps from the finish to take over the lead. Manley passed Amaradio for second when Amaradio became trapped behind lapped riders on the final lap. Schmit scored the moto and overall wins, while Manley posted a pair of runner-up finishes for second place money. Chamberlain rounded out the top three.

Bryan Fry topped the 25-29 Beginner class with two perfect moto finishes. While Fry was cruising out front during the opening moto, Bruce Harcrow and Mike Steinhoff had a fierce battle for second.

"I was trying too hard to pass him," Steinhoff said about his battle with Harcrow. "I would take stupid lines and lose ground, then I would ride over my head to make it back. I got smart and followed his lines."

Steinhoff followed Harcrow for the next four laps before making a messy pass on the final lap.

Steinhoff moved to within a few seconds of the leader Fry but time ran out when the checkered flag waved. Fry won the moto followed by Steinhoff and Harcrow.

Steinhoff motored to the second moto holeshot followed by Harcrow and Fry. Steinhoff was riding a bit on the wild side when suddenly he almost stopped on the uphill.

"I mis-shifted, then I clicked it into too high a gear and bogged down. Before I knew it Harcrow and Fry blew by me," Steinhoff said.

Harcrow held the lead for two turns before Fry carved a new line under the Honda rider to assume the lead. Once out front, Fry cruised to the win while Steinhoff and Harcrow battled fiercely to the finish.

Steinhoff passed Harcrow late in the moto but crashed into a chain-link fence at the bottom of the downhill, handing second back to Harcrow, which he maintained to the finish. Steinhoff untangled himself from the fence and charged back to finish third, a few bike lengths behind Harcrow and overall winner Fry.

A large turnout of 125cc Novice class riders required two divisions. However, manufacturer's contingency awards are offered for only a single division. Therefore, riders who finished in the top 50% of each division in moto one would qualify for a "contingency class" second moto, while slower riders competed in a "trophy only" second moto. Riders were scored in each class in their second moto only to determine the class winners.

Mark Allen was one of the riders who was forced to ride the trophy division after a cracked spark plug wire stopped his charge in the first 125cc Novice division one moto. Allen had charged from 18th to sixth place when the problem stopped his progress. Mike Battista rode a flawless moto to post the division one win over Lawrence Lewis and David Hicks.

Fritz Schlegel topped Mike Litzell in the second division of 125cc Novices.

Allen, along with all the riders who didn't finish in the top 50% of their division in the first moto, took off for the second moto in a wave behind the riders competing for contingency money. David Schmit led the trophy class through the first turn followed by Jeff David and Troy Archer. Allen had problems at the start when he slammed into the gate and was forced to charge through the field from near last place.

By the third lap, Allen had made his way through the pack and was running third behind David and leader Schmit. At the halfway mark, David and Allen were racing close for second when Allen made a fearless pass on the fastest part of the downhill to take over second. During the remaining laps Allen dogged Schmit relentlessly and

found an opening when Schmit bobbled through a set of ruts.

"I jumped to the inside and passed him when he bobbled," said Allen, who went on to score the victory followed by Schmit and David.

Chris Lance completely dominated the 25-29 Intermediate class with a pair of runaway victories over Bryan Curtis and Kevin Fringer. Lance found the competition a little tougher in the 250cc Intermediate class after posting a second-place finish for the day.

Lance battled early in the first 250cc Intermediate moto with Minnesota "A" class rider Jason Kemper. Lance inched away from Kemper and the rest of the field while Craig Decker burned up the track from a 13th-place start. Hot on Decker's heels was Rob Drew.

Lance went on for the moto win while Decker worked his way through the pack to finish second. Kemper finished in third place followed by Chris Murphy and Drew.

Decker rode out front from wire-to-wire in the second moto while Lance followed at a distance in second place. Murphy rode a problem-free moto in third while Drew and Kemper argued for fourth. The two riders battled the remainder of the moto with Drew pushing ahead after a series of passes to secure fourth, and Kemper crossed the line in fifth place. CN

Results

80: 1. David Hopfe (Kaw); 2. Jonathon Schultz (Suz); 3. Tim Beatty (Suz); 4. Mark Tilley (Hon); 5. Nathan Chaney (Suz).

80 NOV: 1. Brian Rodriquez (Hon); 2. Jason Howard (Kaw); 3. Josh Fink (Kaw); 4. Cliff Cook (Suz); 5. Danny Carlson (Kaw).

80 INT: 1. Dylan Guthrie (Suz).

80 EX: 1. Tyler King (Suz).

125 BEG D-1: 1. Travis Louther (Yam); 2. Josh Amaradio (Yam); 3. David Hughes (Yam); 4. Shiloh Tate (Yam); 5. David Loftin (Suz).

125 BEG D-2: 1. Eric Hanson (Suz); 2. Mike Kiefer (Yam); 3. Matt Muramoto (Kaw); 4. Joey Davis (Hon); 5. Jason Markley (Suz).

125 NOV D-1: 1. Bobby Navarro (Kaw); 2. Fritz Schlegal (Yam); 3. Gabriel Bolivar (Yam); 4. Lawrence Lewis (Yam); 5. Mark Blakley (Hon).

125 NOV D-2: 1. David Schmidt (Suz); 2. Mark Allen (Kaw); 3. Jeff David (Kaw); 4. Sammy Davis (Hon); 5. Aaron Winston (Suz).

125 INT: 1. Craig Decker (Kaw); 2. Justin McMurrich (Suz); 3. Grant Gaspar (Suz); 4. Brian Teets (Kaw); 5. Stephen Mitchell (Kaw).

125 PRO: 1. Donny Schmit (Yam); 2. Brian Manley (Hon); 3. Mike Chamberlain (Yam); 4. Dana Wiggins (Yam); 5. Mark Easley (Yam).

250 BEG D-1: 1. Geno Prida (Yam); 2. Brian Fry (Yam); 3. Scott Marlow (Yam); 4. Dan Laumbach (Yam); 5. Mike Davis (Yam).

250 BEG D-2: 1. Victor Sheldon (Hon); 2. Jeff Gratlam (Suz); 3. Rodney Wessner (Yam); 4. John Oseguera (Hon); 5. Adam Fonti (Yam).

250 NOV: 1. Tim Nash (Yam); 2. Lawrence Lewis (Yam); 3. Scott Mumford (Yam); 4. Eric Martin (Hon); 5. David Smith (Yam).

250 INT: 1. Craig Decker (Kaw); 2. Chris Lance (Yam); 3. Chris Murphy (Yam); 4. Jason Kemper (Yam); 5. Robert Drew (Hon).

250 PRO: 1. Donny Schmit (Yam); 2. Bader Manneh (Hon); 3. Joe Waddington (Yam); 4. Gazzarta Massimiziano (Suz); 5. Mike Chamberlain (Yam).

500 BEG: 1. Jim Smith (Hon); 2. Roger Oreb (Hon); 3. David Westfall (Hon); 4. Chance Edmondson (Hon); 5. John Coleman (Hon).

500 NOV: 1. Phil Gould (Kaw); 2. Steve Tollison (Hon); 3. Scott Hoffman (Hon); 4. Sterlyn Rogsby (W-R); 5. Dean Brown (Hon).

500 INT: 1. Revella Harrison (KTM); 2. Kelly Pichel (Kaw); 3. Chris Murphy (Hon); 4. Brian Mongen (Hon); 5. Dan Paulson (Kaw).

500 PRO: 1. Willy Musgrave (ATK); 2. Randy Rodriquez (Hus); 3. Charlie Love (Hon).

+25 BEG: 1. Brian Fry (Yam); 2. Bruce Harcrow (Hon); 3. Mike Steinhoff (Yam); 4. Duane Raha (Hon); 5. Rick Davis (Yam).

+25 NOV: 1. Tim Nash (Yam); 2. Mark Blakley (Hon); 3. Ronald Sharp (Yam); 4. Scott Hack (Yam); 5. Paul Zelinsky (Kaw).

+25 INT: 1. Chris Lance (Yam); 2. Bryan Curtis (Yam); 3. Kevin Pringer (Kaw); 4. Steve Piatoni (Suz); 5. Jeff Scott (BBR).

+30 NOV D-1: 1. Ronald Sharp (Yam); 2. Weston Reid (Kaw); 3. Joe Licciaro (Hon); 4. Richard Worley (Yam); 5. Louie Peick (Kaw).

+30 NOV D-2: 1. Darrell Little (Hon); 2. Greg Pagen (Hon); 3. David Holland (Hon); 4. Mark Moore (Suz); 5. Mark Hopkins (Yam).

+30 INT: 1. Rod Richardson (Yam); 2. Steve Piattoni (Suz); 3. Steve Lawler; 4. David Lynch (Hon); 5. Jim Harris (Yam).

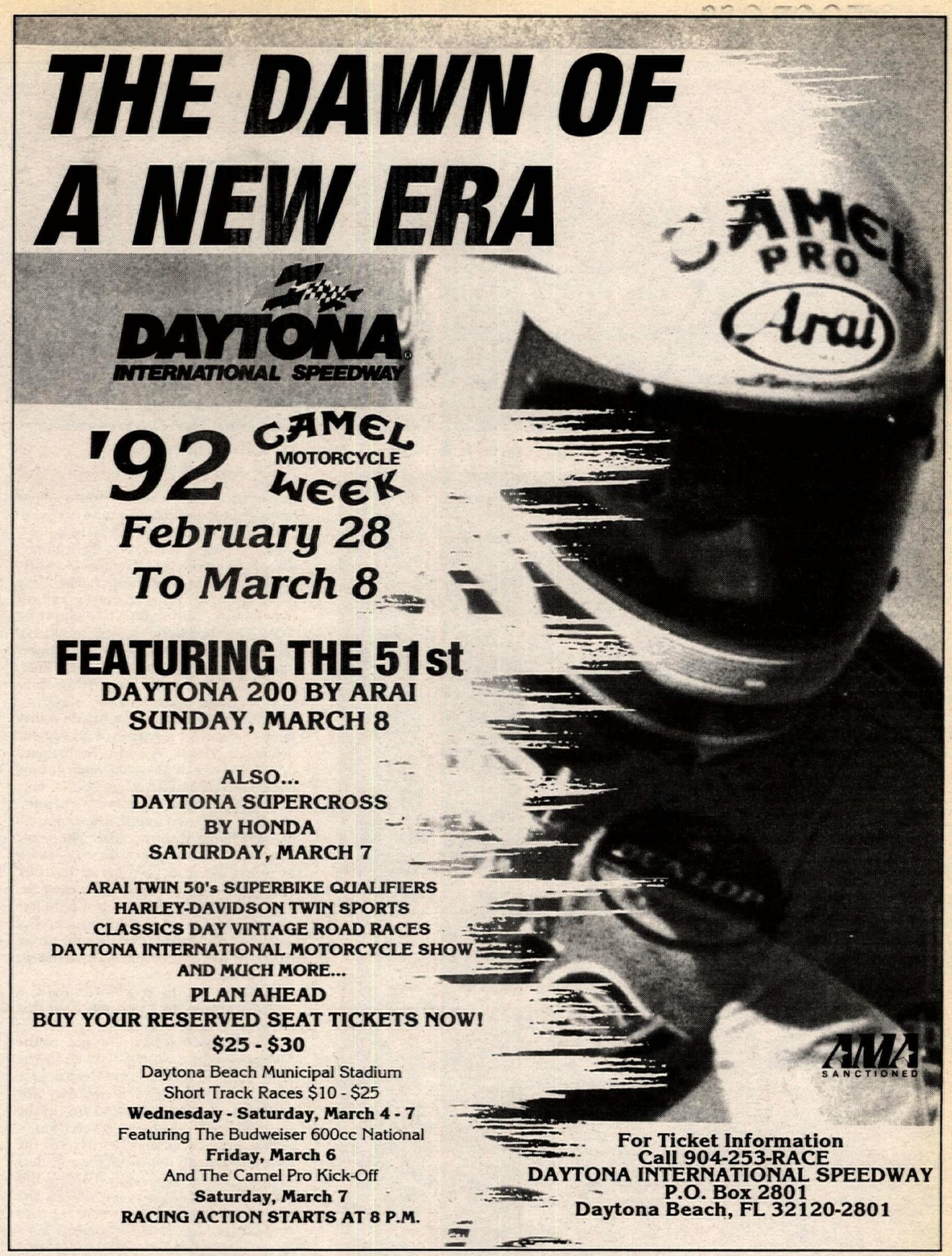
+30 PRO: 1. Joe Waddington (Yam); 2. Ron Turner (Hon); 3. Gary Semics (Hon); 4. Gregg Young (Hon); 5. Mark White (Kaw).

+35 NOV: 1. Alan Kent (Yam); 2. Mike Flanagan (Yam); 3. Ernie Lopasz (Yam); 4. Dave Simmons (Yam); 5. Greg Pagan (Hon).

+35 INT: 1. Frank Thomason (KTM).

+40 NOV: 1. Frank Benacka (Yam); 2. Herbert Allen (Kaw); 3. Jim Lavorci (Yam); 4. Jim Perumean (Yam); 5. Lorin Ganske (Hon).

+40 INT: 1. Clive Cheffins (Kaw); 2. Mark Cook (Yam); 3. Russ Sears (Yam); 4. Dennis Middleton (Hon); 5. Bruce Forinash.



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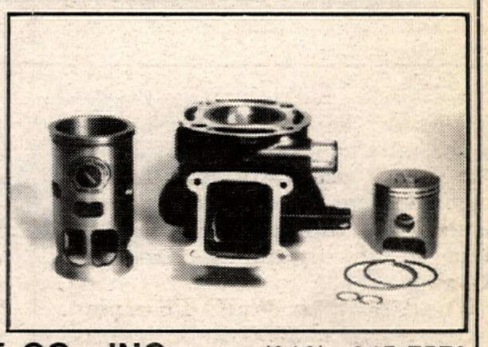

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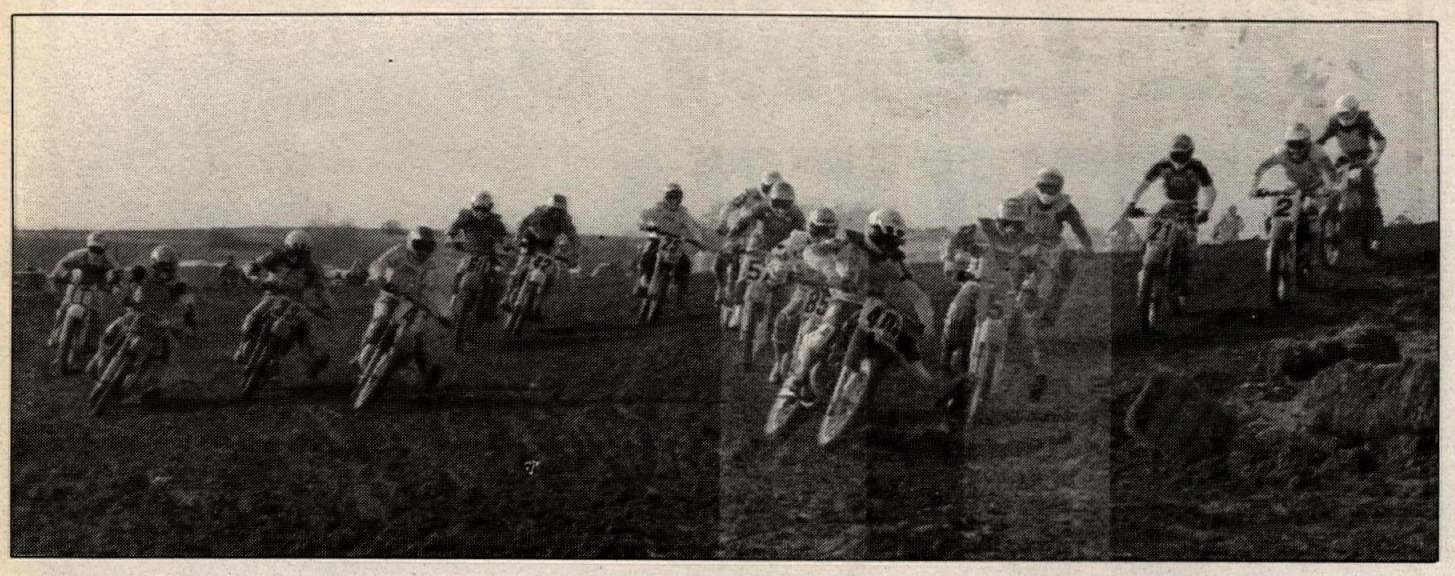
MOTOCROSS GFI California Winter MX Series North: Round 2



Rick Hollenbeck (40), Larry Coleman (5) and Mike Hags (4) lead the combined 500cc Intermediate and Pro class.

Dean Matson (2) leads Trevor Meagher (45) in 250cc Pro action.

Tyson Vohland piloted his Yamahas to three out of four moto wins.

Vohland sweeps Prairie City

By Tom Prichard

SACRAMENTO, CA, JAN. 12

Team North County Yamaha's Tyson Vohland turned in a set of stellar rides at home at round two of the GFI California Winter MX Series North held at Prairie City OHV Park, as he scored the 125 and 250cc Pro class wins. For his day's efforts, Vohland went home $6000 richer.

Over 475 riders were treated to a weekend of good weather, and the racing proved to be extremely close all day long. The course was pounded by rain just five days earlier, but held up remarkably well after the many riders took their turns at challenging it.

The 250cc Pro class was the first off the gate, and as they funneled into turn one, Trevor Meagher came away with the lead. Close behind Meagher was Dean Matson, Pat Gomm and Pat Bennett. Before the first lap was over, Matson pulled around Meagher to move into the lead. Vohland had managed to move his Yamaha up from a midpack start to fifth by lap one.

Matson was able to hold the lead for three laps before Meagher found a way around and back into first. Once in front again, Meagher opened up a five bike length cushion on Matson.

By the halfway point Vohland moved into third after hard-fought battles with first Bennett, and then Gomm. It took Vohland only one lap to close in on Matson, who fought off his charges for two laps before Vohland could find a way around. Their heated duel over second carried them to the rear tire of Meagher, who at one time enjoyed a five-second lead.

Meagher began to protect his lines, but Vohland used a high-speed downhill to charge into the lead. Moments later the white flag came out and Meagher tried to mount a last-lap charge. Meagher managed to close in on Vohland's rear fender, but bobbled on an uphill, allowing Vohland to slip away for the win. Meagher held on to finish second ahead of Matson, Bennett and Gomm.

"I didn't get the start I wanted, but after I warmed up I was able to really get going," said Vohland.

The start of moto two saw Mike Menning come out of the first turn with the lead followed by Gomm and Meagher. Menning held first for over a lap before Gomm was able to power to the point. Meagher's challenge ended on lap two when he stepped off at the base of a downhill and fell almost half a lap behind. Meagher remounted and was able to work his way up to finish sixth.

On lap four, Menning also went down and fell back to 16th. Vohland once again worked up from a poor start and by the halfway point began to challenge Gomm for the lead. On lap five Gomm turned the lead over to Vohland for good. Gomm made a valiant charge on the final lap, but came up only a couple of lengths short at the finish line. Finishing some distance behind Gomm was third place rider Jon Nelson. Fourth went to Matson and finishing fifth was Lance Smail.

Fresh off his win in the 250cc Pro class, Vohland next lined up with the 125cc division. Another bad start in the first moto found Vohland in 10th halfway through the first lap. Canadian rider Allan Dyck and Danny Paladino timed the gate perfectly and rounded the first turn side by side. The two riders battled over first for three laps until Dyck managed to pull away from Paladino on lap four. Bennett also passed Paladino just past the halfway point and slowly closed on Dyck.

Almost unnoticed was Vohland as he slowly worked through the pack. By the sixth lap Vohland had moved to third and rapidly closed on a tiring Bennett. For two laps Bennett managed to hold off Vohland's charges, but finally after the white flag Vohland took a chance on the outside of a very rutted and muddy turn and took over second from the Honda rider. By this time it was too late for Vohland to catch Dyck, as the Canadian had built up a five-second lead that held up to the checkered flag. Bennett held on behind Vohland to finish third, with Paladino fourth, Gomm fifth and Smail sixth.

"I can't believe the starts I'm getting today," said Vohland after his come-from-behind charge.

When the 24 riders filed into turn one to start the second moto, Vohland had the lead. Dyck gated first, but by the end of lap one had moved into third behind second-place Paladino. Paladino and Vohland then put on a five-lap battle that had everyone hanging onto the fence around the course. Paladino was never more than five bike lengths behind Vohland, and at times was able to pull onto the Yamaha's rear tire. But Vohland kept the good lines away from Paladino and on the last lap Paladino gave it one more try.

On the front side of the track, Paladino appeared to be slightly faster than Vohland and again closed to within one bike length. As the two riders flew up a hill, Paladino and Vohland were side by side. Halfway up the hill, Paladino hit a rut and the back end of his Kawasaki kicked out, and he had to back off just enough to let Vohland get away.

With less than a half a lap to go, Paladino again closed the gap, but it was a little too late as Vohland took the checkered flag by two bike lengths over Paladino.

"It's about time I got a holeshot," said Vohland. "It's a lot easier when you start out front."

In order for everyone to get a chance at the manufacturers contingencies, the top finishers in the two divisions of 125cc Beginners were combined in the second moto, with the top 12 from each division going to division one, and everyone else going to division two. That meant there were two moto winners going head to head for the overall prizes.

In the first division moto one, the holeshot went to Suzuki rider Sean Reath, followed by Mauga in second and Craig Hoyt in third. It took Mauga less than two laps to put his Yamaha into the lead, dropping Reath to second. The two riders put on a heated battle for most of the moto before Mauga was finally able to break free and take the checkered flag for the win. Reath finished in second with Hoyt a distant third.

The second division was an easy victory for David Welch. Welch was never seriously threatened after moving into the lead on lap two. Welch did have a few scary moments when it seemed as if the Suzuki rider and his bike were not completely in tune with each other on the off camber section. When the checkered flag came out Welch was able to hang on for the win with second going to Craig Humphrey and Anthony Aranda in third.

When the gate dropped for the second moto, Mauga immediately shot into the lead, followed closely by Matt Kreeger and Craig Hoyt. Kreeger, who had finished in sixth in the first moto was soon passed by Hoyt on lap two and then by Humphrey on lap four. For a while it looked as if Hoyt and Humphrey might be able to stay close to Mauga, but as the laps passed the

Yamaha rider slowly began to pull away. Hoyt and Humphrey soon found themselves in a tight battle over second. Their battle took them away from the rest of the pack with a gap of about eight seconds. Welch, the winner of the second division's first moto, gated poorly and a series of bad breaks kept him out of the hunt for a good finishing position. Reath also had bad luck in moto two, tangling with a couple of riders in turn two and also finishing toward the rear of the pack. In the meantime, Mauga kept the pace and pulled away from everyone, easily taking the overall victory and the first-place payoff from Yamaha. The battle over second wasn't decided until the last lap. It looked as if Humphrey might be able to get by Hoyt for a while, but Hoyt was able to hold on to his position long enough to take the checkered flag for second place in the moto and second overall. CN

Results

125 PRO: 1. Tyson Vohland (Yam); 2. Allan Dyck (Yam); 3. Danny Paladino (Kaw); 4. Pat Bennett (Hon); 5. Pat Gomm (Hon).
125 INT: 1. Stan Finney (Kaw); 2. Brett Hamilton (Yam); 3. Aaron Cantrelle (Hon); 5. Turtle Wikoff (Kaw).
125 NOV D-1: 1. Dan Barnett (Yam); 2. John Turnell (Yam); 3. Greg Norman (Hon); 4. Jimmy Scott (Hon); 5. Scott Fisher (Yam).
125 NOV D-2: 1. Seth Young (Hon); 2. Chad Burleson (Hon); 3. Jason Garcia (Hon); 4. Eddie McClintock (Yam); 5. Jake Anderson (Suz).
125 BEG D-1: 1. Donovan Mauga (Yam); 2. Craig Hoyt (Kaw); 3. Craig Humphrey (Suz); 4. Nick Debella (Suz); 5. Ben Vitale (Yam).
250 PRO: 1. Tyson Vohland (Yam); 2. Pat Gomm (Yam); 3. Dean Matson (Hon); 4. Trevor Meagher (Yam); 5. Lance Small (Yam).
250 INT: 1. Brett Hamilton (Yam); 2. Tyler Edwards (Suz); 3. Dustin Bloomfield (Hon); 4. Shawn Frelling (Kaw); 5. Marcus Charles (Kaw).
250 NOV D-1: 1. Kevin Wise (Yam); 2. Terry McDonald (Kaw); 3. John Turnell (Yam); 4. Dennis Kritzer (Kaw); 5. Chuck Bradshaw (Yam).
250 NOV D-2: 1. Judd Houck (Kaw); 2. Tom Conklin (Yam); 3. Matthew Wallace (Yam); 4. Gregg Dungan (Hon); 5. Richard Townsend (Hon).
250 BEG D-1: 1. Donovan Mauga (Yam); 2. Danny Williams (Hon); 3. Kevin Felkins (Yam); 4. Walter Duran (Yam); 5. Bryan Greer (Yam).
250 BEG D-2: 1. Darin Miller (Hon); 2. Steve Harkov (Kaw); 3. Dan Shipley (Hon); 4. Eric Starley (Hon); 5. Mike McKeever (Yam).
500 PRO: 1. Larry Coleman (Kaw); 2. Dan Boespflung (Hon).
500 NOV: 1. Blayne Hollenbeck (Hon); 2. Craig Christian (Yam); 3. Randy Medley (Kaw); 4. Steven Storie (Yam); 5. Mike Hags (Kaw).
500 BEG: 1. Scott Medley; 2. Kevin Green (Kaw); 3. David Dyc (Hon); 4. Todd Luksa (Hon); 5. Emmet Ramirez (Hon).
25-29 INT: 1. David Montgomery (Yam); 2. Andy Tresser (Yam); 3. Tom Berry (Hon); 4. Don Clark (Yam); 5. Roi Holster (Yam).
25-29 NOV: 1. Robert Gramm (Kaw); 2. Randy Medley (Kaw); 3. Anthony Alves (Yam); 4. Mathew Wallace (Yam); 5. Kelly Prosch (Hon).
25-29 BEG: 1. Kevin Felkins (Yam); 2. Scott Medley (Hon); 3. Frank Quijalvo (Suz); 4. Peter Pearson (Kaw); 5. Kurt Pingle (Suz).
VET INT: 1. Eric Harvey (Hon); 2. Rick Luther (Yam); 3. Tavin Weinrick (Kaw); 4. Mike Scott (Yam); 5. Craig Christiansen (Yam).
VET NOV D-1: 1. David Dickey (Suz); 2. Daniel Castro (Yam); 3. John Matalamake (Yam); 4. Greg Winters (Yam); 5. Randy Alvarado (Yam).
VET NOV D-2: 1. Paul Hanson (Hon); 2. Paul Montgomery (Kaw); 3. Rick Wilson (Hon); 4. Bill Stone (Yam); 5. Joe Ornelas (Kaw).
VET 35-39: 1. Clyde Fowler (Yam); 2. Darin Reed (Hon); 3. Pat Smith (KTM); 4. Vic DeOrnelas (Hon); 5. Duane Joice (Kaw).
VET PRO: 1. Larry Wosick (Yam); 2. Warren Hickman (Yam); 3. Donnie Cantaloupi (Yam); 4. Irv Achziger (Hon); 5. Richard Shaffer (Kaw).
OT EX: 1. Larry Lacey (Yam); 2. Larry Kellermals (Hon); 3. Jim Lamkin (Hon); 4. Jerry Caton (Hon); 5. Richard Schillings (Yam).
OT INT: 1. Gary Highland (Yam); 2. Al Garraham (Hon); 3. Jon Boyd (Yam); 4. Bob Rivenbark (Hon); 5. Leroy Smith (Hon).
OT NOV: 1. John Meusling (Hon); 2. Pat Graham (Hon); 3. Brian Merchant (Yam); 4. Larry Sabado (Kaw); 5. Donald Flanner (Kaw).
80 EX: 1. Casey Johnson (Kaw); 2. John Leddy (Kaw).
80 INT: 1. Jeff Baldwin (Kaw); 2. Jerry Harvey (Suz).
80 NOV: 1. Marc Henderson (Suz); 2. Brant Stalger (Hon); 3. Jeff Northrop (Suz); 4. Jason Studevan (Kaw); 5. David Roberta (Hon).
80 BEG: 1. Josh Fisher (Suz); 2. Nick Pappas (Kaw); 3. Ulysses Pollard (Yam); 4. Dennis Stapleton (Kaw); 5. Chad Hodges (Kaw).
60 9-11: 1. Nathan Tiearney (Kaw); 2. Kathy Pruitt (Kaw); 3. Danny Ornelas (Kaw); 4. Brian Buckreus (Kaw); 5. Brad Harvey (Kaw).
60 0-8: 1. Bobby Bonds (Kaw); 2. Randy Norman (Kaw); 3. Ryan Morris (Kaw); 4. Ryan Hansen (Kaw).
60 NOV: 1. Michael Patterson (Kaw).
50 INT: 1. Erik Siegler (Yam); 2. Kyle Brock (Yam).
50 NOV: 1. Christopher Loredo (Yam); 2. Kellen Chadwick (Yam); 3. Sheena Patterson (Yam).
50 BEG STK: 1. David Mowery (Yam).
50 BEG MOD: 1. J. J. Whipple (Yam).
WMN: 1. Jeannie Pruitt (Kaw); 2. Karen Joice (Yam); 3. Sophia Herrera (KX); 4. Darlene Colebank (Hon); 5. Kathy Pruitt (Kaw).

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February 13, 1992	9119	'87 Atlanta Arenacross 250cc	5:30 - 6:30 pm
February 30, 1992	9120	'87 LA Superbowl of Motocross	5:30 - 6:30 pm

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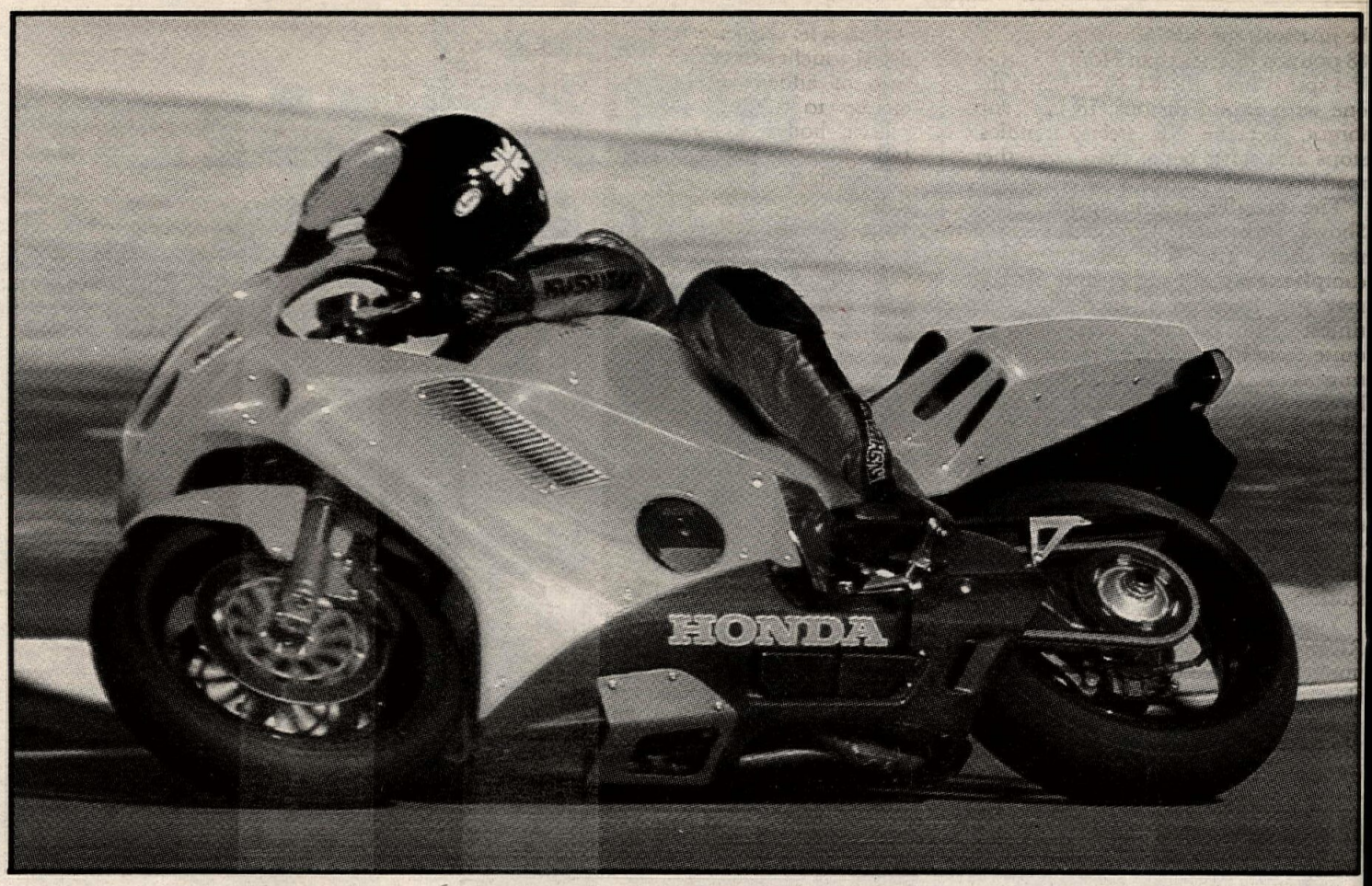
TEST Honda NR750

By Robert Fawcett
Photos by Sean Kelly



The most expensive, anyway

(Above) At $60,000-plus, the oval-piston NR750 is the most expensive production street bike ever produced. It was tested at the Paul Ricard road race circuit in France. (Below) Removing the plastic bodywork reveals the 90-degree V-4 engine that produces 125 bhp at 14,000 rpm.

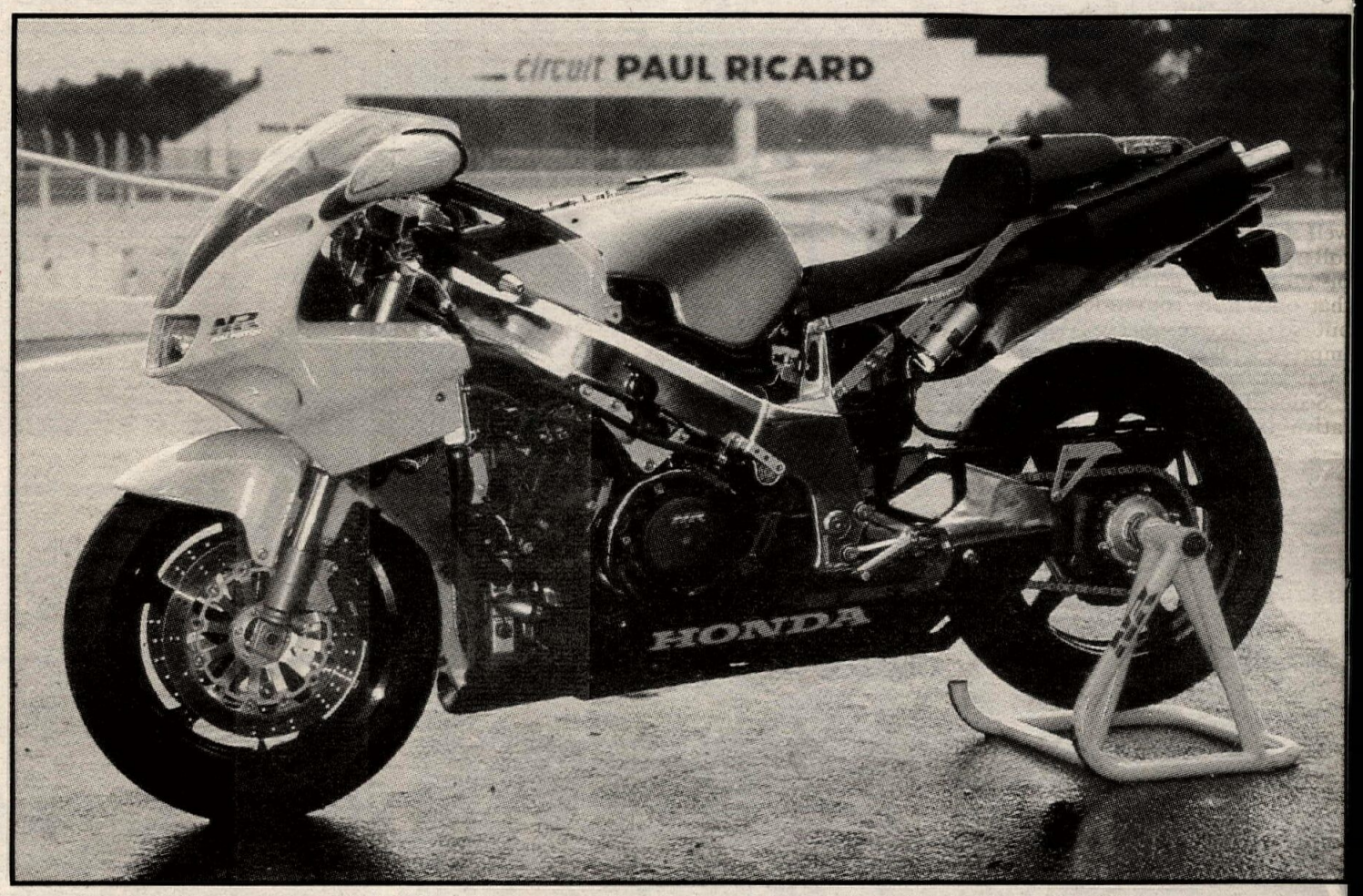
Honda may have the last laugh — sort of, anyway — by turning their incredibly clever, outrageously complex and embarrassingly unsuccessful oval-piston racer into the most expensive, most exotic and most over-hyped street bike in the history of this planet. But is the end result any good? Does it really matter anyway, given that most of the two-wheeled $60,000-plus hyper-status symbols are liable to end up not actually being ridden, instead spending the greater part of their natural lifespan as an up-market form of loose change. Not hard to imagine the 1995 overheard-in-the-pub-saloon gambit, is it?

"Okay, Nigel — how about your Von Trips Testarossa and the 356 Porsche Spyder against my 250F Maser, and I'll throw in that oval-piston motorbike jobbie I've had in the cellar for a couple of years? Still only got delivery mileage, so appreciating nicely, don't you know, what? Shall we shake hands on it then? Landlord — a bottle of Monsieur Moet's best, s'il vous plait, what, ha, ha, ha."

Ho ho, indeed. Only it isn't really so funny, because what Honda is doing here is raising the motorcycle retail price ante across the board, and while it may be many moons before even an averagely well-heeled biker, as opposed to an obscenely rich one, can afford oval piston technology for the street, that $60,000-plus price tag is going to affect us all sooner than later, just as a similar trend has scored in various aspects of the car market. It's one thing for Bimota to sell $40,000 Tesis: small manufacturer, experimental bike, hand-made in limited quantities, etc. etc. A not-a-Polen replica Ducati 888 street rod, let's say? Still Italian, still not the real world. A Honda at $60,000 — *any* Honda? Wonder how close to $35,000 the fuel-injected RC30-successor will be pitched at when it fronts up this time next year? Compared to $60,000, anything the other side of half that looks like a bargain . . . Get the picture?

After a ludicrously limited opportunity to press the flesh of the NR750 roadster's twistgrip at Paul Ricard, I reckon I've got the picture, anyhow. A combined total of 30 minutes riding time revealed that for all its technological brilliance, this motorcycle impresses in subtle rather than dramatic ways — and even disappoints in others: All that money doesn't buy perfection, only exclusivity — of a kind. Everything is relative — and since Honda currently plans a hand-built production stream of three NR750 street bikes a day for one year, there's going to be 700+ in circulation by the time the shutters come down. Assuming there are enough orders, of course: after all, one lesson we've all had to learn pretty well during the past decade is that market forces do of course prevail!

Hard to imagine there'll be NR750s unspoken for, actually: any bike so dramatically and so successfully styled already has one foot on the Sold Out sticker: I mean, how many people read the Jaguar XJ220's spec sheet before placing their order?



More to the point, the NR750 has not only been styled but designed too, in the ergonometric sense. It may appear to be the ne plus ultra of sporting motorcycles, but in fact it's more the gran turismo of single seaters: it's actually comfortable to sit on and ride, not a factor which seems to feature very high up the scale when it comes to concocting the modern breed of 750cc race replicas. The NR's 1433mm wheelbase is a good 35-50mm (or a couple of inches) more than Honda's own RC30 or its superbike-bred ilk, and the 787mm seat height (where DO they get these fractional measurements from? Have you ever tried measuring the difference between a 787 and 788mm seat height?) is average, rather than ultra-high to give lots of clearance for a GP-style suspension system.

Which is not to say it couldn't perhaps have been higher: the radial Michelins, the front a special 130/70 16-incher with the same rolling circumference as a modern 17-inch front, but less gyroscopic effect on the steering plus a greater contact area at full lean, allow either footrest to ground its tabs on fast sweepers under normal riding conditions — the NR750 has quite a bulky lower girth. But nor is it to say that the NR's suspension is not superlative, proof positive that when cost is no object and time no more a factor, production motorcycles can not be equipped with suspension that is as good in its own way as Wayne Rainey's Yamaha's is in its.

Though at a hefty 489.5 pounds (those fractions again: everything must

be *just* so!), the NR750 is a whopping 88 pounds heavier than Honda's other V-4 sports bike, the RC30 — that's the one with round pistons, in case you forgot. Yet the NR steers, handles, stops and starts better than any other road bike ever. Honestly.

The massive 45mm upside down Showa forks and nitro(gen)-boosted rear shock give soft yet controlled, compliant yet taut suspension. Honda may just have posed themselves the tiniest little problem here, because quite honestly, while everyone's wetting their pants about the NR750 having 32 valves and eight conrods, what they've actually gone and done is set new standards for street bike handling with this bike. And that's real world technology, not the kind that only Nigel and his ilk are interested in. Chassis designer Shinji Hagewara has very quietly pulled a very clever stunt here, and all credit to him.

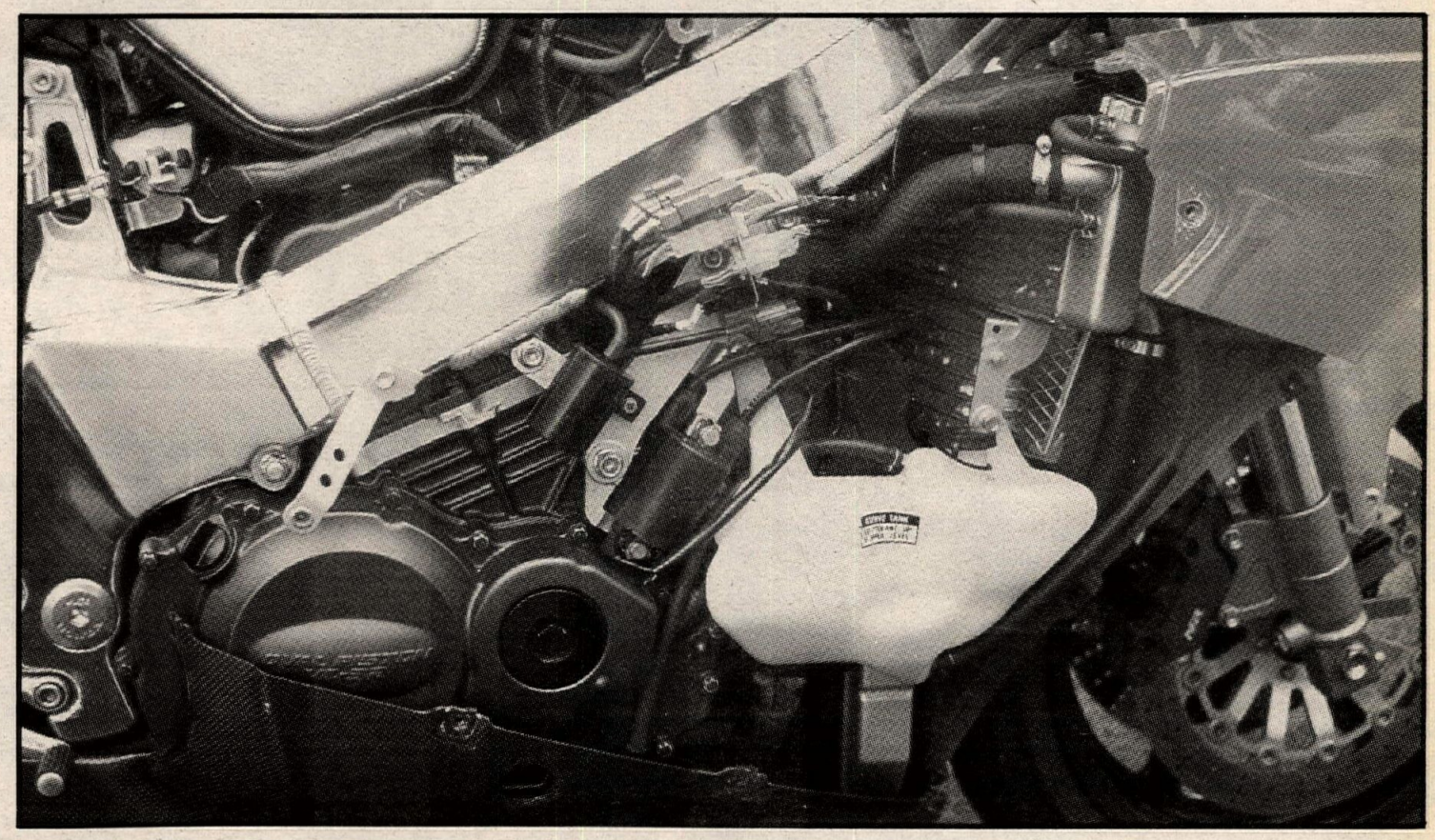
You realize this when you attack the Ricard track's famous 'Pif-Paf' with as much determination as you can muster aboard a motorcycle with this price tag — though come to think of it, it's practically a bargain compared to some of the bikes seen in action in classic racing these days. Though you sit within the NR as opposed to being perched atop the RC30, it's actually as light and quick to change direction on, albeit at the cost of some physical effort: this is a bike that needs the rider to do his bit as well. Rough road ahead? No worries, rider-san: we'll just take it all in our stride, including that farcical bump right on the apex of the first turn after the pits. Yet on a balls-out fast sweeper like the fifth-gear Signes at the end of the Mistrale straight, the NR sails through just glued to the track.

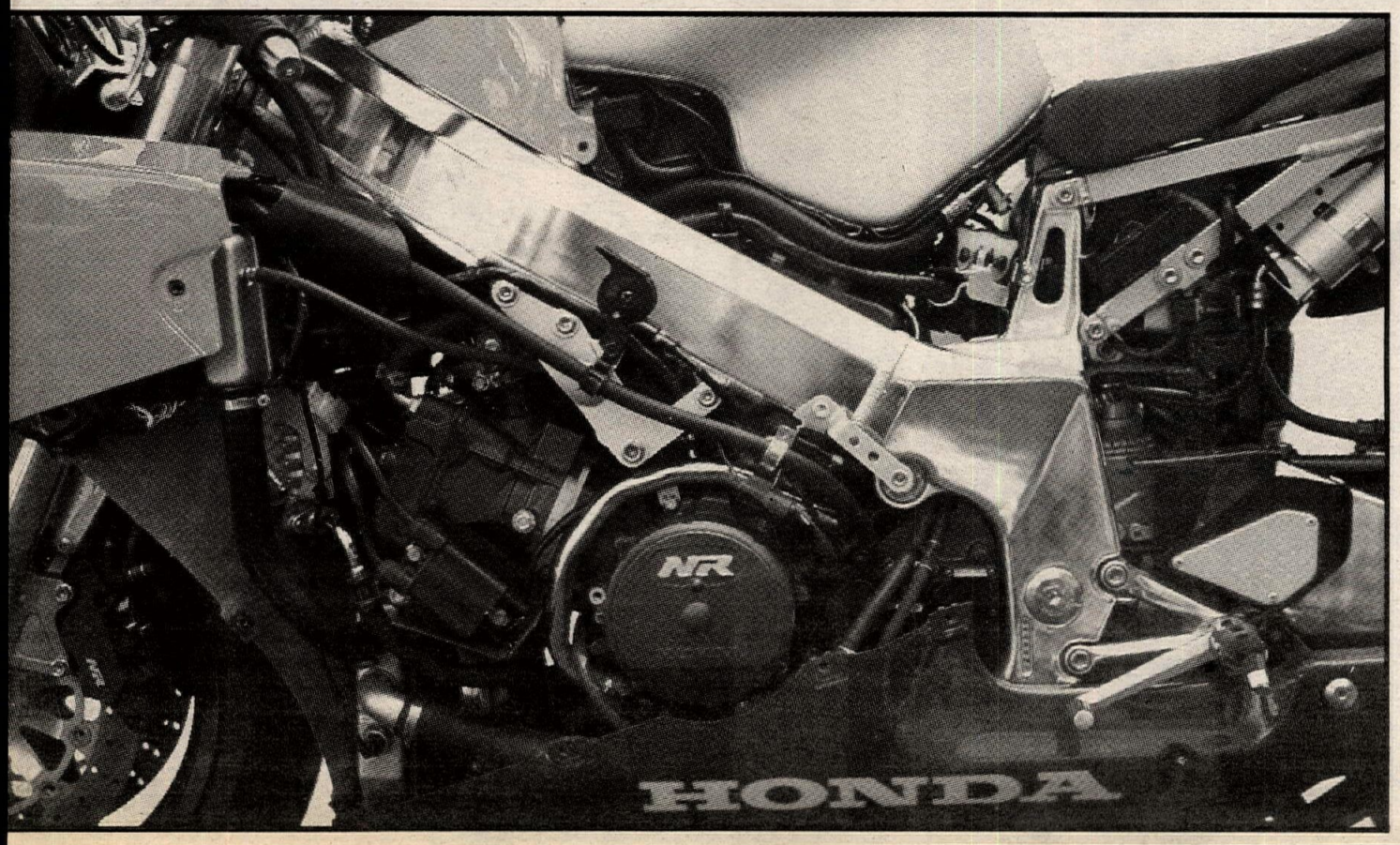
This is a bike which can be ridden to a very high degree of commitment with confidence and safety, and if a hefty part of the presumably astronomic development budget was spent allowing Hagewara-san and his cohorts to achieve this, it's been money well spent. Funny, really: here we all roll up expecting to marvel at the oval-piston engine's performance, and it's that outwardly conventional-looking but so effective chassis that really impresses. Okay, Honda — I admit it: I was suckered . . .

Seduced, too — by the NR's superlative finish for a pre-production motorcycle, resplendent with a host of detail touches that add to the perception of added value. Carbon fiber facings to reinforce the lightweight plastic bodywork; heavily-shrouded twin silencers nestling in the seat tail for the heavy 8-4-2-1-2 stainless steel exhaust system — at least it'll never rust; fold-away flaps disguising the solitary side-stand — call out the NR750 mechanic assigned to every country where the model is sold exclusively to pamper the well-heeled owners, if you need to change a tire; even then, he won't have too much exasperation, thanks to the single-sided rear swingarm and its complimentary wheel, enscribed with the joint statements "High technology for the New Age" and "The Result of a Decade's Perfection". Bit much, that last one, especially to anyone whose heart cried out for 'Zooming Taxi' Katayama as he frittered his 500cc GP career away failing to finish GP races on the NR500 — but no matter: at least Honda had the balls not to give in. How many other motorcycle companies could, or even would, have done what Honda did in producing the NR750 for the road? As HRC bossman Takeo Fukui, personally involved in the NR project for the past decade and a half, declared at the Geneva launch of the NR750, this is the kind of motorcycle that was dear to the heart of the recently departed Honda-san himself. Which is perhaps why we — and Nigel — can buy one today.

And which is also why we have the right to expect that the NR750 should be more impressive, more exciting, more of a — well, more of a crack than it frankly is to ride. Let's get one thing clear straightaway, though: this is not the famed 'tall poppie' syndrome as they call it in Oz, where just because it's exotic and expensive and I've ridden it and you haven't and probably can't ever, I'm going to slag it off. No. It's just that in bending over backwards to produce a bike that — as they've told us ad nauseam in every piece of company-sourced promotional literature relating to the NR750 — is not a race replica, is not a hard-edged performance bike, does not contest the power/performance/acceleration stakes, and instead represents the union of two distinct concepts, Dynamism and Elegance (it says so here), Honda has also frankly made the NR750 rather boring. And that's a shame.

Which is not to say that engine designer Suguru Kanezawa couldn't have come up with the same kind of brio-inducing appeal as a Lamborghini Diablo, a Cezeta V-16 — or a Ducati 888 SP3 — has, but which by all accounts the majority of test drivers have found Honda's own NSX budget Ferrari not to possess. As someone who has worked on the NR project since the early days under Mr. Irimajiri in the mid-70s, Kanezawa holds a unique key to the knowledge of oval-piston engineering's potential to excite as well as impress. But Honda mangement, in wrestling for as long as they did with the thorny question of whether the NR concept should ever be productionized, and in what form, were at least as fearful of the potential ecological backlash against a Hyper Sports NR, as they were eager to exploit its techno-commercial benefits.





Close-up examination of the NR750, sans the plastic bodywork, reveals an attention to detail. Honda has taken out over 200 patents on various aspects of the NR; 25% of them relate to the chrome-nitrided cast-iron piston rings.

With the first of the more than 200 patents Honda has taken out on various aspects of the NR (around 25% of which relate to the chrome-nitrided cast-iron piston rings alone) about to start expiring at the end of this year, the crunch came and Honda took the middle course. Yes, we will sell an oval-piston bike — but with major engine changes like the use of constantly-curving elliptical pistons in a 90-degree V-4 engine, rather than the flat-sided, true oval pistons used in the previous 85-degree V-4 NR750 which raced at Le Mans and in the Australian Swann Series (with success) five years ago. That way, we'll retain some of the most intricate technology in-house. But no — we won't produce a street version of the Le Mans endurance racer with the new spec engine; instead, our oval-piston roadster will embody Dynamism and Elegance, and deliver performance that is adequate

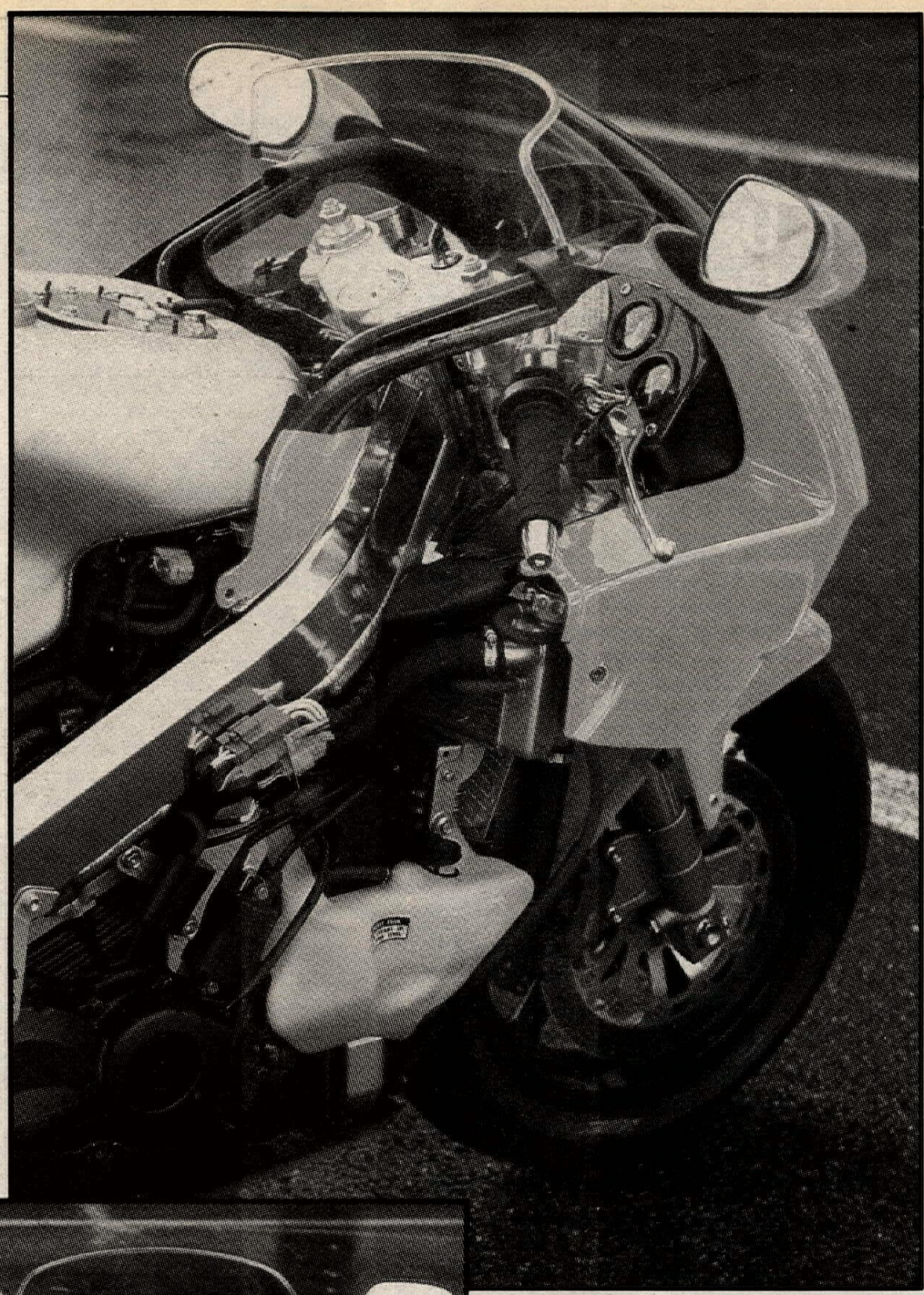
TEST Honda NR750

rather than exceptional, only do so in a way that is unique to the NR concept. The makers of Rolls-Royce motor cars would have indentified with this rationale, had they ever found themselves in a similar position: adequate rather than exceptional performance is such a civilized, *responsible*, position to adopt, eh what?

How else to explain that Honda has voluntarily restricted the NR750's engine output to 125 bhp at 14,000 rpm at the most, and to just 100 bhp in several key markets like France, Germany and the like? Specially since Kanezawa admits that 140 bhp in fully-silenced form was possible ("but 135 bhp would have been easiest without any further expense")? This is, of course, still a very acceptable horsepower figure (well, 125 bhp is, anyway), but it's hardly enough to stand the NR750 on a pedestal, especially with that dry weight figure alongside it. And especially considering that the endurance NR750 that raced at Le Mans in '87 scaled under 352 pounds with lights and a starter motor, yet delivered over 155 bhp at 15,000 rpm.

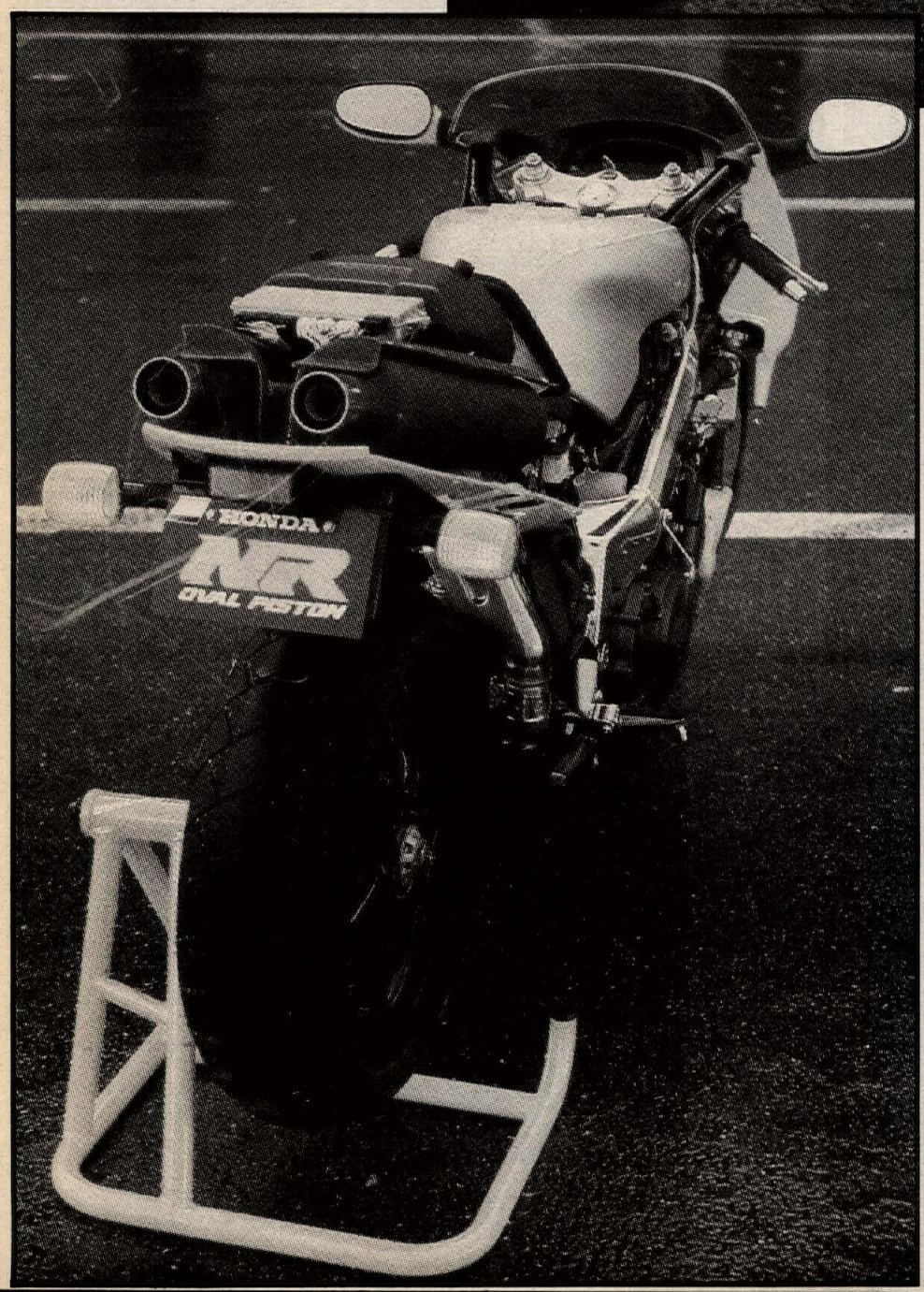
Frankly, you just don't get the thrill, the buzz, the *kick* riding the NR750 that you feel entitled to expect from a bike with that exotic specification, that heritage, and that allure. Given that the NR750 roadster project leader, Mr. Isao Yamanaka, was previously in charge of the six-cylinder GL1500 Aspencade and ST1100 Pan-European touring machine development, one begins to see how, if not accept why, Honda has fashioned the NR750 in this way. It is totally effective, ultra-responsive, revs into orbit — and is rather bland. Hop on to the seat lined with specially selected nylon, thumb the starter and smile at the reassuring drone of the 90-degree V-4 engine (with 360-degree crank, just like the RC30 whose flat engine note it so resembles), notch the lower of the six evenly and rather widely spaced gear ratios — and off you zap. Wheelies? Well, hate to admit I was too self-conscious to really try, but might have been a nice way to break up the monotony of that ocean-wide powerband. I mean — is 12,000 rpm wide, or not? For a sports bike . . .

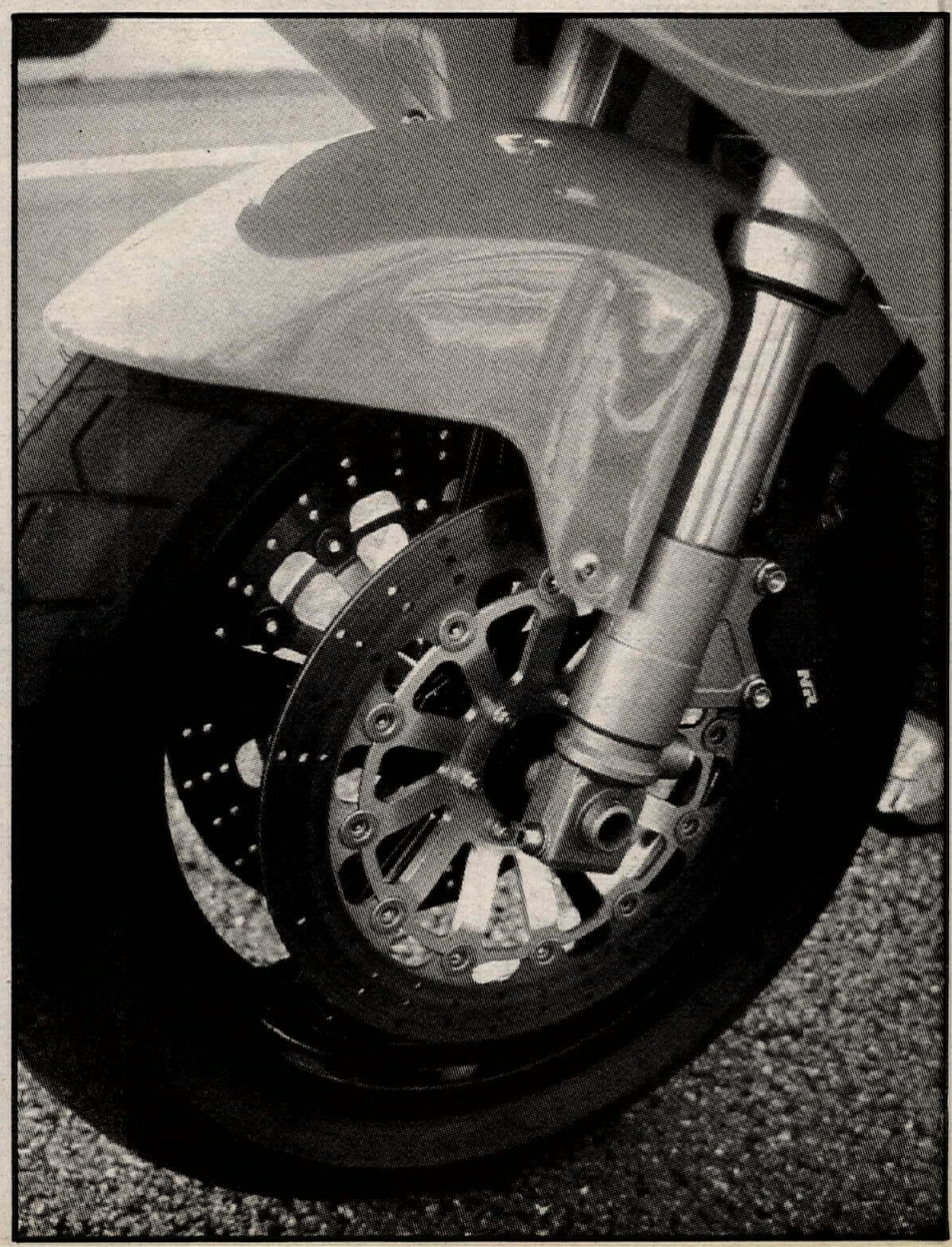
The NR750 will pull without transmission snatch from as low as 2000 rpm, though the power delivery becomes more urgent from about 8000 rpm up to the 14,000 rev peak (with 15,000 redline and 16,000-plus-a-tad rev-limiter). But the torque figures say it all: at just 3000 rpm, there's already 33 lb.-ft. available, rising to 41 lb.-ft at 7000 revs and peaking at 51 lb.ft. at 11,500 rpm. Frankly, this makes your choice of gearbox ratio pretty immaterial, your option for the number of revs employed an irrelevance. There is liquid power available whenever you want it at practically any point on the circular revcounter's dial,



(Below) The 8-4-2-1-2 exhaust system is made of stainless steel and the heavily shrouded silencers are nestled in the seat tail. The NR750 has a sidestand, but no centerstand.

(Left) Despite its conventional-looking chassis, our tester says the NR750 steers and handles better than any other road bike — ever. (Below) The front brakes consist of twin 12-inch discs with four-piston calipers.





and delivered in a refined manner that is both deceptive and rather unworldy.

Riding the bike — especially on a race track, which as Honda has been at pains to point out, is not its natural habitat — has a rather anaesthetized feel: you feel slightly detached from reality, with everything working to perfection but no real sense of how it's all done. Bit like riding an ultra-powerful electric motor with a linear power delivery and total lack of vibration. Very impressive, but frankly not very exciting. And I was so hoping, and expecting, it would be otherwise.

Maybe the bike is simply too good for a clapped-out hack like yours truly to be able to levy serious criticism. Maybe we've become so conditioned to steps in the powerband and bikes that misbehave or at least make bloody sure you realize what a hard time they're having going this fast from A to B, that a machine so well-mannered as the NR750 has a hard time registering its presence. Or maybe, just maybe, perfection is of itself imperfect; maybe a motorcycle needs those little rough edges and idiosyncracies to give it character, and thus appeal.

The NR750 is a brilliant piece of engineering, no doubt; it represents the apogee of contemporary four-stroke engine design; it may even be good value for money, given the unique nature of its technology and the trillions of yen poured into its predecessors' development. Its multipoint electronic fuel injection represents a long-overdue adoption of EFI/ems on Japanese performance motorcycles, that will surely be swiftly emulated by other models. But the NR750 does not thrill. It only impresses by the quality of its engineering, its execution and its styling. It does not excite. And that's a shame. CN

Specifications

Honda NR750

Engine type .....90° V-4 liquid-cooled 4-stroke DOHC 32-valve oval piston dual connecting rod
Bore x stroke .....75.3 x 42mm
Cylinder dimensions .....(LxW) 101.2 x 50.6mm
Displacement 747.7cc
Compression ratio 11.7:1
Carburetor .....Direct fuel injection
Starting system .....Electric
Ignition.....Computer-controlled digital transistorized with electronic advance
Max. horsepower ....125 bhp/14,000 rpm (DIN)
Max. torque ....51 lb.-ft./11,500 rpm (DIN)
Transmission 6-speed
Final drive.....O-ring sealed chain
Wheelbase .....55.8 in.
Seat Height .....30.6 in.
Ground Clearance .....5 in.
Fuel capacity.....4.5 gal.
Front wheel.....3.50-16.5-spoke magnesium cast
Rear wheel .....5.50-17.5-spoke magnesium cast
Front tire...130/70 ZR R 16 (Radial)
Rear tire ...180/55 ZR R 17 (Radial)
Front suspension .....45mm fully adjustable inverted cartridge-type fork, 4.6 in. axle travel
Rear suspension ....Fully adjustable inverted Pro-Link Pro-Arm with remote reservoir damper, 4.6 in. axle travel
Front brakes .....12 in. dual disc with 4-piston calipers and semi metal pads
Rear brakes .....8.5 in. dual-piston caliper ventilated disc with sintered metal pads
Claimed dry weight .....480.5 lb.

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____85cc 12-13
____85cc 14-15
____125 C Novice
____125 B Intermediate
____125 A
____125 Youth 12-15
____Plus 25 A
____250 C Novice
____250 B Intermediate
____250/500 A
____Seniors 30-Up
____Seniors 35-Up
____Seniors 40-Up
____500 Novice "B/C"
____Plus 25 "B/C"
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Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ Riding #: _____ 2nd Choice _____
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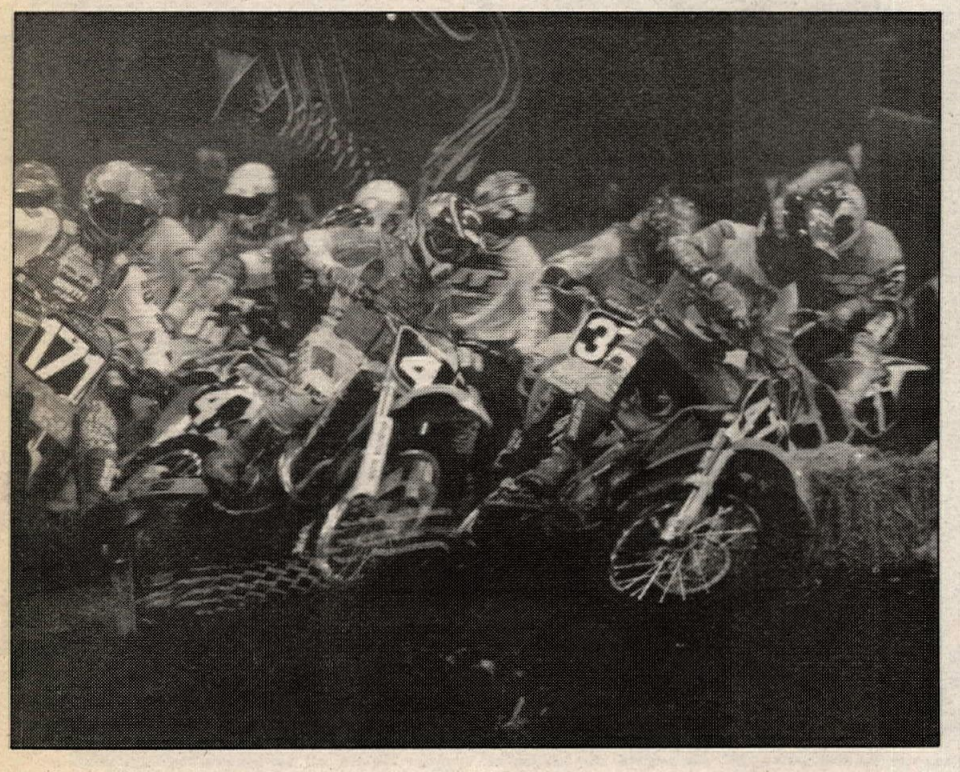
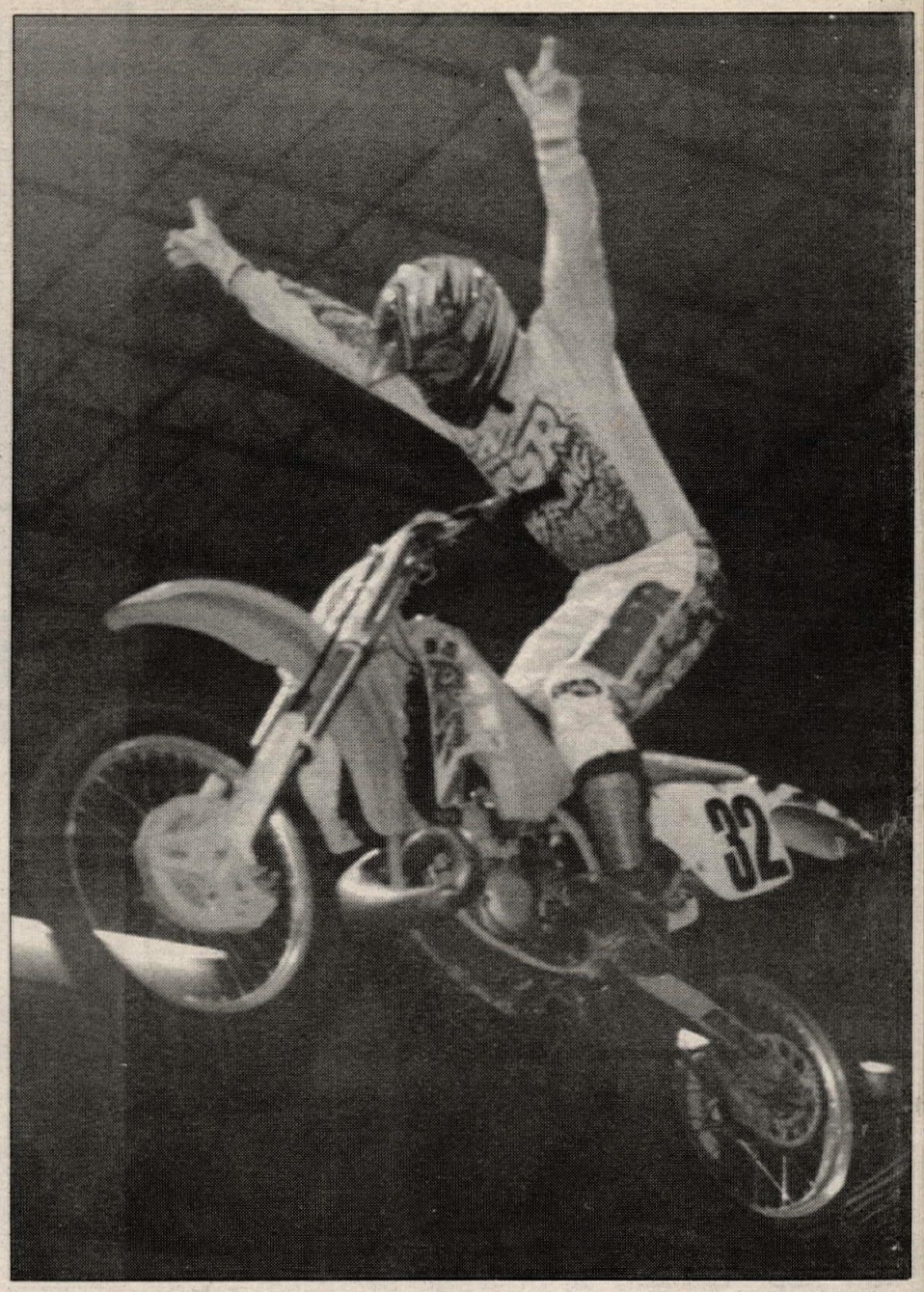
ARENACROSS AMA National Arenacross Series: Round 2

Robbie Reynard (67) scored wins in the 125cc (12-15) and Intermediate classes. Here he leads the 125cc (12-15) pack through the first turn.

Dennis Hawthorne (47) grabbed the holeshot in three of the four Pro class main events, but his best finish was fifth place in Friday's 250cc Pro main.





Oklahoman Cliff Palmer swept the 125 and 250cc Pro mains on Saturday night.

Palmer rounds up Lazy E Arenacross wins

By Kat Spann
Photos by Billy Jones

GUTHRIE, OK, JAN. 10-12

Cliff Palmer gave his home-state crowd reason to cheer when he swept the 125 and 250cc Pro classes on the second of a three-day arenacross event in the Lazy E Arena.

In Friday night's Pro action, Nevada's Jimmy Gaddis and Texan Jason Langford shared the winner's circle, as Gaddis won the 125cc Pro class and Langford topped the 250cc division.

Amateur events were held on Sunday, and riders came from a five-state area to compete. Over 300 amateur riders made up 27 heats and four semis before the gates filled for 18 main events.

The entire event was round two of the Mike Kidd Promotions 1992 Pro-Am AMA National Arenacross Series. There are eight rounds in the series, which is split into east, west and central regions.

The Lazy E stands were packed each day, and a total of 15,500 witnessed the three days of action. The Blake Hamilton-built track consisted of two huge whoop sections called the "Blackjack 21" and "Worrisome 11", in addition to the Kawasaki Step-Up rockers, a 65-foot triple jump, and a finish line tabletop jump.

Friday night's action opened with Dennis Hawthorne grabbing the holeshot in the 14-lap 125cc main event with Terry Tinney and Cliff Palmer close behind. Palmer challenged Tinney through the rockers and over the step-up, then passed him before entering the Blackjack 21 whoop section. Gaddis also caught Tinney and they flew side by side over the triples, with Gaddis taking the inside line and Tinney's third place position.

On the third lap, Gaddis passed Palmer for second and set his aim for leader Hawthorne. A lap later, Gaddis got by Hawthorne for first and left him behind. Palmer tried to pass Hawthorne in the whoops, but he faltered and allowed Tinney to pull alongside as they flew over the triple jump. Palmer landed first and Tinney went down.

Palmer moved back in on Hawthorne, and this time succeeded in passing him for second. Langford, who started 10th, got around Hawthorne a short time later, then reeled in and passed Palmer on the seventh lap. The top three remained the same to the finish as Gaddis took the win followed by Langford and Palmer.

When the 250cc main left the line, Hawthorne once again grabbed the lead while a first-turn crash took down Palmer and a number of other riders. Trailing Hawthorne out of turn one was Chris Young, Langford, Gaddis and Tommy Clowers. Gaddis quickly moved to second place, and assumed the lead on lap three. Two laps later Langford passed Hawthorne for second then moved in on Gaddis. The two riders battled for the lead, and Langford's relentless pursuit paid off when he passed Gaddis on the 12th lap. Langford stayed out front to claim the win over Gaddis and Clowers, while Palmer charged through the pack to finish fourth.

The crowd came back on Saturday night and filled the Lazy E Arena to capacity. There was standing room only in the triple jump area, the best seat in the house to watch the aerial events.

In the 125cc main event, Hawthorne captured yet another holeshot with Palmer right behind him. Palmer passed Hawthorne over the triples on the first lap and rocketed away, leaving Hawthorne and Clowers to duke it out for second. Clowers put the pressure on Hawthorne and passed him on the second lap, but an error in the whoops broke Clowers' timing and Hawthorne repassed him. Clowers fought back to second, then set his aim for leader Palmer.

Young and Gaddis were engaged in a battle for third and caught up to Hawthorne, who was running second. Young passed Hawthorne first, then Gaddis followed him by in the 11-whoop section. Clowers went down in the whoops, allowing Young, Gaddis, Hawthorne and Langford to go by. Gaddis finally passed Young for second, while Langford suddenly shot up behind Gaddis.

Palmer rode by himself all the way to checkered flag to claim the win, while Gaddis and Langford joined him in the winner's circle after finishing second and third, respectively.

At the start of the 250cc main, Clay Hoenshell held the lead for the first lap until Clowers passed him. Palmer also demoted Hoenshell a short time later and Young followed him around Hoenshell to assume third place.

Clowers held a one-second lead on Palmer for the next two laps, but on lap five Palmer set up Clower and passed him in the "11" whoops. With a clear track in front of him, Palmer rode in first all the way to the checkered flag, taking home his second win of the night.

In Sunday's Amateur events, Team Green/Fox/Scott/Bell-backed Robbie Reynard rode both the 125cc Intermediate and 125cc (12-15) Amateur events smooth and flawless, to claim the wins.

Joey Pratt and Reynard set the pace in the 125cc Intermediate qualifier. Pratt held a small lead until he slid out at the start of lap two. That gave Reynard first with Mike Kurz and Eric Edwards following. Pratt quickly remounted, but Reynard won the heat.

At the start of the main, Reynard and Kurz narrowly escaped a first-turn crash that claimed Pratt. By lap two Pratt had worked his way back to fifth, and a couple of laps later he edged Fred Winston out of fourth place. Shawn Wright and Kurz separated him from leader Reynard, but Pratt could advance no further. Reynard claimed the win over Kurz, Wright and Pratt.

In the 85cc Open main, Jake Martin got the holeshot followed by Brad Woolsey and Kristy Shealy. Charley Bogard passed Shealy over the triples on the first lap as Woolsey kept the pace with leader Martin. On lap three, Woolsey slid out and Bogard flew into second. Martin fell in the whoops, giving Bogard the lead with Woolsey unsuccessfully chasing him to the finish. Bogard also dominated the 85cc (12-13) class, while J.W. Patton locked up the 65cc (7-11) victory. CN

Results

FRIDAY

125 MAIN: 1. Jimmy Gaddis (Suz); 2. Jason Langford (Yam); 3. Cliff Palmer (Suz); 4. Tommy Clowers (Kaw); 5. Jason Krempin (Hon).

250 MAIN: 1. Jason Langford (Yam); 2. Jimmy Gaddis (Suz); 3. Tommy Clowers (Kaw); 4. Cliff Palmer (Suz); 5. Dennis Hawthorne (Kaw).

SATURDAY

125 MAIN: 1. Cliff Palmer (Suz); 2. Jimmy Gaddis (Suz); 3. Jason Langford (Yam); 4. Chris Young (Suz); 5. Shawn Morga (Kaw).

250 MAIN: 1. Cliff Palmer (Suz); 2. Tommy Clowers (Kaw); 3. Jimmy Gaddis (Suz); 4. Jason Langford (Yam); 5. Chris Young (Suz).

SUNDAY

50: 1. Chad Cook (Yam); 2. Robbie Shinn (Yam); 3. Ryan Harris (Yam); 4. Lynn Nickerson (Yam); 5. Logan Williams (Yam).

65 7-11: 1. J.W. Patton (Kaw); 2. Jacob Jones (Kaw); 3. Gio Tedesco (Kaw); 4. Johnny Marley (Kaw); 5. Derek Gerdes (Kaw).

85 JR 7-11: 1. Jacob Martin (Suz); 2. Johnny Marley (Kaw); 3. Gio Tedesco (Kaw); 4. J.D. Bailey (Kaw); 5. Jay Goosmann (Suz).

85 BEG 12-13: 1. Todd Gibson (Kaw); 2. Daniel Larivere (Kaw); 3. Casey Steele (Kaw); 4. Michael Ream (Hon); 5. Marcus Turbyfill (Kaw).

85 SR 12-13: 1. Charley Bogard (Suz); 2. Kristy Shealy (Suz); 3. Coby Sharp (Suz); 4. Brian Stone (Kaw); 5. Kenny Batram (Suz).

85 SR 14-15: 1. Brad Woolsey (Kaw); 2. Josh Beckett (Kaw); 3. Waylon Litchfield (Hon); 4. Jeff Smith (Suz); 5. Kris Neubauer (Suz).

80 OPEN: 1. Charley Bogard (Suz); 2. Brad Woolsey (Kaw); 3. Josh Beckett (Kaw); 4. Jake Martin (Suz); 5. Kristy Shealy (Suz).

125 BEG: 1. Randal Case (Hon); 2. Andy Wood (Kaw); 3. Justin Ledbetter (Yam); 4. Justin Fuzz (Kaw); 5. Geoff Jackson (Hon).

125 12-15: 1. Robbie Reynard (Kaw); 2. Mike Kurz (Suz); 3. Dennis Owens (Suz); 4. William Hollomon (Hon); 5. Andy Wood (Kaw).

125 NOV: 1. Jack Brassfield (Kaw); 2. Dennis Owens (Suz); 3. Todd Claborn (Suz); 4. Thomas Crill (Suz); 5. Chris Safrit (Suz).

125 INT: 1. Robbie Reynard (Kaw); 2. Mike Kurz (Suz); 3. Shawn Wright (Kaw); 4. Joey Pratt (Suz); 5. Fred Winston (Hon).

250 BEG: 1. Michael Ward (Hon); 2. Tyler French (Hon); 3. Gary Porter (Kaw); 4. Charlie Wentz (Kaw); 5. Jimmy Broussard (Suz).

250 NOV: 1. Todd Claborn (Suz); 2. Chris Safrit (Suz); 3. Allen Crick (Suz); 4. Robbie Floyd (Hon); 5. Doug Haas (Hon).

250 INT: 1. Eric Edwards (Yam); 2. Shawn Wright (Kaw); 3. Jeremy Meulman (Kaw); 4. Jason Artinger (Hon); 5. David McGowen (Hon).

OVER 25: 1. Mark McNeil (Yam); 2. Dean Beauddin (Yam); 3. Mark Graurum (Yam); 4. Ron Hendryx (Yam); 5. Stephen Mauke (Suz).

OVER 30: 1. Scott Morgan (Hon); 2. Tom Rhvoe (Yam); 3. Roy Conoro (Kaw); 4. Jerry Hill, Sr. (Suz); 5. Kelly Parker (Yam).

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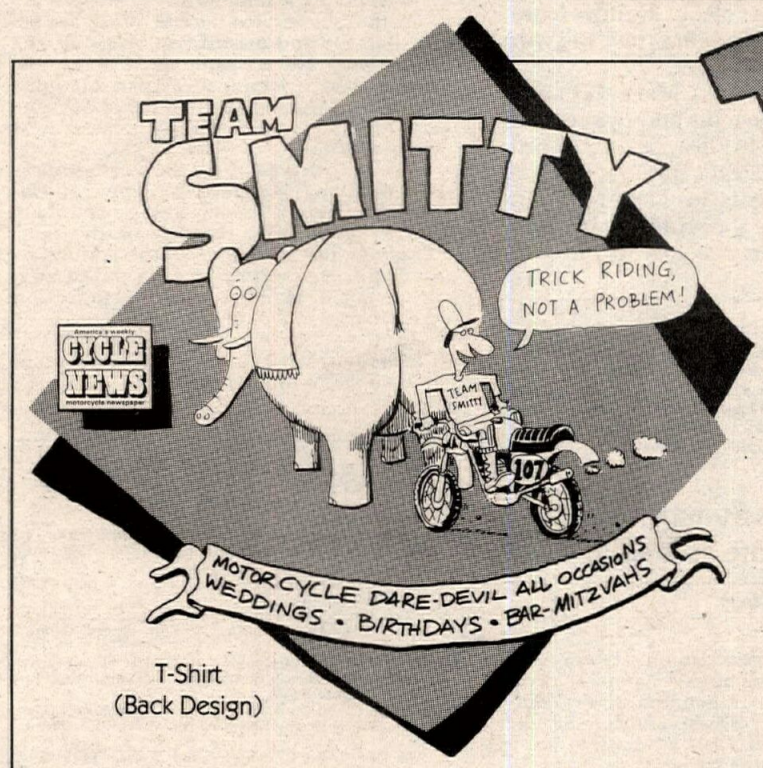

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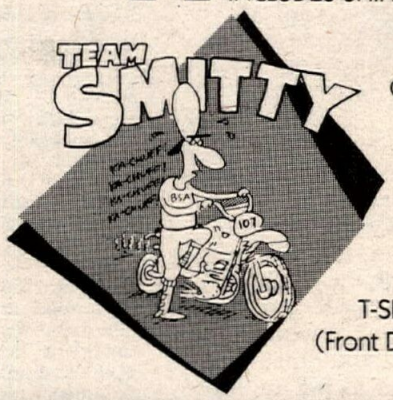

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"1991 BINGHAMTON MOTOCROSS NATIONALS"

(#158A) Round three of the 500cc MX Nationals headed east to Broome-Tioga Sports Center in Binghamton, New York. Jeff Stanton, J.M. Bayle, Jeff Ward, Damon Bradshaw and Ron Lechien provided some of the best 500cc motocross racing ever.

The track was rutted and rocky, making Round 10 of the 125cc series a spectacle to behold, as Mike LaRocco, Mike Kiedrowski, Guy Cooper, Brian Swink and Larry Ward bang bars all the way to the checkered flag.

Larry Maiers calls the action and Bob "Hurricane" Hannah takes you behind the scenes in this excellent coverage of the 1991 AMA National MX Championship series.

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LOCAL EVENTS

Willy Musgrave (8) blasts past Mervyn Anstie (12) at Carlsbad MX.

Ingram ices Richfield win

RICHFIELD, OH, DEC. 29

Dan Ingram had a near perfect night at the Staton Lorenz-promoted Invitational Indoor Pro Ice Race which was run inside Richfield's The Coliseum. The Indiana racer won all five of his point-paying heat races and the main event. Only a loss to Team Ohio's Don Estep and Larry Pegram in the Harley Shootout team race prevented Ingram, who along with teammate Chuck Springsteen made up Team U.S.A., from having a clean sweep.

Having had difficulty in obtaining facilities with ice making capability, Lorenz has but two ice races scheduled for the 1991-92 winter season. Muskegon, Michigan, will be the site of the next — and as things stand now, the last race of what used to be a multiple-race series.

While Lorenz is coming up short on facilities, he didn't come up short as far as being part of the action at Richfield. In the very first heat race, Doug O'Boyle hit one of the tires marking the inside of the track and then on the restart O'Boyle and Bob Knapp made contact on the white flag lap. Knapp crashed at the finish line and Lorenz skated out to hit the kill switch on Knapp's bike, which was running wide open. While Lorenz was doing that, winner Estep and runner-up O'Boyle rounded turn four — they had missed seeing the yellow flag — and both had to lay their bikes down to avoid the promoter. Lorenz, on skates, vaulted over the sliding bikes and later said the incident "was the scare of my racing life."

Defending series champ Ingram made his first appearance of the evening in the second heat race. He won it, topping Bryan Villella, Jack Mayer and Camel Pro Series Rookie of the Year Ian Segedy.

Bryon Molloseau/Sam Ingram/Tsubaki/Shoei/Bloomington Honda/Hondaline-sponsored Ingram went on to win the next four heat races he competed in, to end the point-paying portion of the program with a perfect score of 15. He was challenged for top points scorer of the evening honors by Michigan's Chuck Springsteen, who went into the next to last heat race in a tie with Ingram. The two went head-to-head in that race. Springsteen led until the final lap when constant pressure and a clean bump from Ingram gave the Indiana rider the win over the Michigan racer.

In the main event, Mark Wyskiel, who logged three wins and two second place finishes in his heat races, jumped into a big lead. But Ingram worked his way past Springsteen and reeled in Wykskiel to take the win in a thrilling race. Springsteen finished third, with Villella fourth. CN

Results

1. Dan Ingram (Hon) 15; 2. Chuck Springsteen (Hon) 14; 3. Mark Wyskiel (Hon) 13; 4. Bryan Villella (Hon) 12; 5. Larry Pegram (Hon) 10; 6. Greg Sims (Hon) 8; 7. (TIE) Brad Lowe (Kaw)/Jack Mayer (Suz) 7; 9. Tom Daniele (Hon) 6; 10. (TIE) Don Estep (Hon)/Gary Morel (Hon)/Erik Kinsey (Hon)/Ian Segedy (Hon) 5.

McSwain tops Summers in Mid-South Hare Scrambles

By Barry Riggsbee

BREMAN, GA, JAN. 5

Steve McSwain scored an upset win over National Hare Scrambles Champion Scott Summers in the eighth round of the Mid-South Winter Hare Scrambles Series. McSwain pulled off a last lap pass to score the come-from-behind victory.

The first lap of the race at Breman provided some confusion for the race leaders when half of the Pro class missed a turn at the end of a fire road. Bryan Adams and Allen Gravitt discovered the arrows first and opened up a small lead that would evaporate by the end of the first lap. McSwain, Kerry Wisdom and Summers were back on track after lap one by entering the scoring barrels first second and third, respectively. Summers wasted little time moving into the number one position and looked to be on his way to the win, when Kawasaki-mounted McSwain slipped by at the end of the final lap. Gravitt, John Robbins and Adams rounded out the top five.

Tim and Greg Surdyke entered a pair of Husabergs that proved to be competitive. Tim paced his way to the Four-Stroke class win and Greg managed a third in the Open A class where Jared Green passed Scott Martin on the last lap for the class win.

Results

O/A: 1. Steve McSwain (Kaw).
PRO: 1. Steve McSwain (Kaw); 2. Scott Summers (Hon); 3. Allen Gravitt (KTM); 4.John Robbins (KTM); 5. Bryan Adams (KTM).
OPEN A: 1. Jered Green (Hon); 2. Scott Martin (ATK); 3. Greg Surdyke (HBG); 4. Jack Bailey (Hon); 5. Dirk Ensley (KTM).
250 A: 1. Robert Patterson (Hon): 2. Jason Moody (Suz); 3. Wade Perry (Hon); 4. Mark Thurman (Hon); 5. Brian Stokes (Hon).
200 A: 1. Kevin Brandon (Kaw); 2. Tim Singleton (Kaw); 3. Chad Froman (KTM); 4. Phillip Barker (Hon); 5. Gene Thurman (Yam).
VET A: 1. Barry Brazier (Hon); 2. Ken Arnold (Hon); 3. Ricky Miller (Yam); 4. Ken Joyce (Yam); 5. John Kealey (Yam).
SR A: 1. Larry White (Hus); 2. Lon Walters (Kaw); 3. John Giles (Yam); 4. David Graham (Hon).
OPEN B: 1. Alan McEntire (Kaw); 2. Jason Law (KTM); 3. David Mull (KTM); 4. Andy Graben (Hon); 5. Barry Riggsbee (Kaw).
250 B: 1. Cody Maxwell (Kaw); 2. Robert Adkins (Kaw); 3. Billy Williams (Hon); 4. Jim Parsons (Kaw); 5. Billy Shelton (Suz).
200 B: 1. Jerry Castelman (Kaw); 2. John Carver (Kaw); 3. Lane Warf (Kaw); 4. Alen Doggett (Kaw).
125 B: 1. Marty Rittenberry (Kaw); 2. William Short (Hon); 3. Johnny Friedli (Suz); 4. Ernie Whitheead (Kaw); 5. Kip Hayne (Yam).
VET B: 1. Dale Stallings (Kaw); 2. Ken Stephenson; 3. Billy Hall (Yam); 4. David Lamberth (Kaw); 5. Johnny Thomas (Suz).
SR B: 1. Larry Bollinger (Yam); 2. Ronnie Hackett (Suz); 3. Ronnie Cicero (Kaw); 4. Benny Whither (Kaw); 5. Alan Cruce (KTM).
4-STRK: 1. Tim Surdyke (Hbg); 2. Rick Sims (Hon); 3. Jerry Chilman (KTM); 4. Greg Prince (Hon): 5. Rob Stephens (Hon).
S/SR: 1. Emmett Cox (Suz); 2. Baynard Stare (Yam); 3. Harry Greenlee (Yam); 4. Stephen Summers (Hus); 5. Neal Hardin (Yam).
WMN: 1. Dori Simms (KTM); 2. Kimberly Main (Yam); 3. Sherry Graham (Kaw); 4. Sara Arnold (Hon).
H/W TRAIL: 1. Jason Jennings (Kaw); 2. Jason Russell (Hon); 3. Matt Bastile (Hon); 4. Jeffery Smith (KTM); 5. Mike Stinson (Yam).
L/W TRAIL: 1. Darge Gaitan (Kaw); 2. Donnie Smith (Kaw); 3. Paul Wright (Kaw); 4. Kyle Pulley (Kaw); 5. Michael Lowe (Kaw).

Musgrave manhandles Carlsbad Motocross

By Dave Burgess

CARLSBAD, CA, JAN. 11

Willy Musgrave beat a pair of World Championship GP competitors to top the combined Pro class at the Racing Enterprises Saturday MX at Carlsbad Raceway.

Donald Upton grabbed the holeshot at the start of moto one with Dutchman Alwin Asten running second. Musgrave, who started in midpack, slowly worked his way to the front. Upton held his position in the lead with Asten a close second and Englishman Mervyn Anstie third. Upton's day ended early when his bike quit. At the halfway point, Asten enjoyed the lead he inherited from Upton and was just ahead of Anstie and Leigh Williams, who had pushed his KTM into third.

As the moto neared the end, Musgrave put on a charge and blasted past riders at will. Soon Musgrave was around Williams and Anstie, then he set out after Asten. Musgrave closed in on Asten but Asten stayed out front and took the narrow win with Musgrave a close second.

Moto two saw Aston get the holeshot ahead of Anstie and Musgrave. Musgrave quickly passed Anstie for second, then he and Asten pulled away from the rest of the field. Through the mechanics corner, Musgrave stuffed Asten and then steadily pulled away at the rate of almost a second a lap to score the win.

In the 125cc Pro class, former World Champion John Van den Berk cleaned house in both motos by large margins.

Results

80 BEG: 1. Craig Winston (Suz); 2. Patrick Hansen (KTM).
80 JR: 1. Manny Arias (Kaw).
125 BEG: 1. David Jenkins (Hon); 2. Dru Holdeman (Suz); 3. Justin Lusian (Suz); 4. Josh Pearson (Yam); 5. Scott Dolphin (Suz).
125 JR: 1. Greg Burchell (Suz); 2. Troy Archer (Kaw); 3. Tim Olson (Yam); 4. Tony Malz (Suz); 5. Milano Schaeffer (Hon).
125 INT: 1. Ranely Danylo (Kaw); 2. Jason Kempez (Yam); 3. Chad Doggett (Kaw).
125 PRO: 1. John Van den Berk (Suz); 2. Leon Giesbers (Suz); 3. Tony Amaradio (Kaw); 4. Rudi Versteeg (Hon); 5. Temy Rees (Kaw).
250 BEG: 1. Stephen Gordon (Hon); 2. Jim Williams (Kaw); 3. Marshall Dunham (Yam); 4. Henry Kokosenski (Hon); 5. Brent Bohlken (Hon).
250 JR: 1. Ed Stovin (Hon); 2. Nick Katsandris (Hon); 3. Tom Mellor (Hon); 4. Gary Deforest (Hon); 5. Ron Burrows (Suz).
250 INT: 1. Jason Kempez (Yam); 2. John Lock (Hon); 3. Larry Linkoglle (Hon); 4. Don Rice (Hon); 5. Eric Christansen (Hon).
250 PRO: 1. Alwin Asten (Kaw); 2. Mike Atkinson (Yam); 3. John Flores (Kaw); 4. Tracis Roberson (Kaw); 5. Tony Amaradio (Yam).
500 JR: 1. Danny Walsh (Hon); 2. Steve Scrape (Hon); 3. John Tookey (Kaw).
500 INT: 1. J.J. Petchel (Hon); 2. Robert Failing (Hon); 3. John Gough (Kaw).
500 PRO: 1. Willy Musgrave (ATK); 2. Mervyn Anstie (Hon); 3. Leigh Williams (KTM).
25-29 BEG: 1. Lance Clark (Suz).
25-29 JR: 1. Rudy Chavez (Hon); 2. Michael Landegent (Hon); 3. Steven Reek (Kaw); 4. Glenn Paunch (Hon).
25-29 INT: 1. Renely Danylo (Kaw); 2. Steve Fernandez (Hon); 3. Craig Hofmeister (Hon); 4. Loren Podirowski (Yam); 5. Darren Elliott (Hon).
VET BEG: 1. Steve Amaroso (Hon); 2. Bryan Daniel (Hon); 3. Gary Cox (Yam); 4. Kirk Chapman (Kaw); 5. Tim Williams (Kaw).
VET JR: 1. Andy Mandell (Hon); 2. Price St. Clair (Hon); 3. Darrell Little (Hon); 4. Tom Mellor (Hon); 5. Bob Graham (Suz).
VET INT:1. Marc Crosby (Yam); 2. Kelly Franklin (Kaw); 3. Todd Freistat (Hon); 4. Rick Richards (Kaw); 5. Chris Perez (KTM).
VET EX: 1. Scott Harden (KTM); 2. Doug Schweizer (KTM); 3. Robert Failing (Hon); 4. Gary Deforest (Hon).
VET PRO: 1. Michael Preston (Kaw); 2. Tim Marsh (Hon); 3. Jim Odle (Hon); 4. Scot Harden (KTM).
OT JR: 1. Len Verner (Hon); 2. Chuck Caston (Kaw); 3. Mike Stell (KTM).
OT INT: 1. Dennis Mikkleton (Hon); 2. Bill Carr (Yam); 3. Bill Malone (Hon).
OT EX: 1. Alan Olson (Suz); 2. Steve Bussell (Hon); 3. Tim Daily (Hon); 4. Ray Pisarski (Hon); 5. Jody Weisel (Hon).
SECOND CL: 1. Steve Bussell (Hon); 2. Bruce Forinash; 3. Gene DNF Phelps (Suz).
BOMBER: 1. Robert Failing (Hon); 2. Brian Albertson (Yam); 3. Ole Bachmann (Kaw); 4. Louis Harker (CZ); 5. Guy Ward (Bul).

Graham wins Kangaroo Rat Trial

By Don Williams

ROMOLAND, CA, JAN. 12

Reigning ATA number one Senior Sportsman Clive Hannon was beaten by a single dab by Kent Graham at the 3rd Annual Kangaroo Rat Trial. Graham, Hannon and Pete Croft battled it out all day long on the 11-section loop in the boulder-strewn Lakeview Mountains above Perris Valley.

Graham, mounted on an Aprilia Climber, assembled a three-point lead on Hannon during the opening lap with Croft another three points back. The roles were reversed for the second loop with Croft guiding his Yamaha to the best loop score, putting him into a tie with Graham, two points behind the then-leader Hannon.

A 19-point final trip around the rugged, two-mile loop by Graham was the deciding factor. Hannon and Croft turned in cards of 22 and 21 points, respectively, and Graham took the win.

Sunny skies brought out 88 riders to the Southern California Trials Association-promoted event, which was the first round of the 1992 American Trials Association Championship Series.

Competition in the Senior Beginner class was much hotter than the mid-50s temperature. Four riders turned in single-digit final totals. Becky Raia, Michael Chen and Dave Longman were tied for the lead after dabbing only three times during the first two loops.

Raia turned in a clean card for her third loop and took the win over Chen who lost two points in a section. Longman slipped to fourth after dropping five points. David Bennett muscled his way into third with a clean final loop.

Mitch Berger, astride a Beta Zero for 1992 after winning the number one Novice plate on a mid-'70s Yamaha TY175 last year, held off a strong challenge from Lee Holth in the Novice class. Holth's clean final loop was not enough to make up the six point chasm between he and Berger. It did propel Holth ahead of Doug Stephens who finished third.

Veteran Novice class winner Dave Stanley had the lowest overall Novice division score. The lowest overall Intermediate score belonged the Senior division rider Charlie Rowlett. Robert Madden turned in the lowest card total in the Sportsman class, while Paul Webster cruised to an easy win in the Championship class.

The number one plate holders in the two top ATA classes were sidelined by non-riding-related medical problems. Although they were unable to ride, five-time consecutive and current ATA Champion Tom Hamann and Sportsman number one Thomas Engelhardt both came out and officiated the first section.

Results

C'SHIP: 1. Paul Webster (37); 2. Matt Pritchard (61); 3. Mark Oldar (74); 4. Kevin Norton (74); 5. Rick Daffern (83).
SPTSMN: 1. Robert Madden (54); 2. David Ige (66); 3. Ed Stovin (74); 4. Guy Smith (79).
SR SPRTSMN (30+): 1. Kent Graham (62); 2. Clive Hannon (63); 3. Peter Croft (64); 4. Randy Minter (79).
S/SR SPTSMN (40+): 1. Art Webster (98).
INT: 1. Brad McClellan (25); 2. Jim Collins (26); 3. Craig McClellan (31); 4. Jeff Watts (69).
SR INT: 1. Charlie Rowlett (13); 2. Dennis Wilson (15); 3. Larry Varnell (20); 4. Kurt Roll (29); 5. Joe Slaughter (29).
S/SR INT: 1. John Bourdeau (33); 2. Steve Beck (43); 3. Tom Blake (53).
VET INT (50+): 1. Walt Robles (72).
NOV: 1. Mitch Berger (10); 2. Lee Holth (12); 3. Doug Stephens (15); 4. Dave Guthrie (30); 5. Steve Dozier (51).
SR NOV: 1. George White (11); 2. Dennis Thompson (18); 3. Mark Gravitt (21); 4. Jerry Peasnall (23); 5. Jeff Latimer (26).
S/SR NOV: 1. Rick Tenbroek (14); 2. John Collins (35); 3. Alan Malmquist (58).
VET NOV: 1. Dave Stanley (7); 2. Duane Stone (24); 3. Les Peterson (41); 4. Steve Hill (44); 5. Ron Dozier (52).
BEG: 1. David Lahey (9); 2. Charlene Latimer (20); 3. Steven Varnell (26); 4. Brad Hannon (54).
SR BEG: 1. Becky Raia (3); 2. Michael Chen (5); 3. David Bennett (5); 4. Dave Longman (8); 5. Bruce Backstrom (11).
S/SR BEG: 1. John Thomson (13); 2. Fred Long (58).
VET BEG: 1. Al Nourian (23); 2. Buck Hewson (74).

Barron blazes to Huron MX win

By Roy Knight

HURON, CA, JAN. 12

Annette Barron topped the Beginner class at the Over The Hill Gang's season opener, held at Huron Cycle Park.

Barron scored her win in convincing style, while Julie Anderson took home the second place trophy. The rest of the class consisted of new members taking their "guest rides." In their guest rides with the gang, new members were evaluated by gang officers to determine in which class they would be allowed to compete.

Novice class action saw Greg Austin cut his way through the muck to take the win over Tom Stratton, with Rick Mehling taking a well earned third.

In the Gang's Intermediate class, it was John Anderson who survived the slippery conditions to reach the checkered flag first over fellow members, Brad Huffer and Richard Torres, who finished second and third, respectively.

The Expert class saw Roy Knight take the overall win over fellow experts, Terry Huffer, Frank Villa and Darin Lundquist, all of whom opted to take soil samples sometime or another during their motos. After the recent rains, survivability was the name of the game.

Results

BEG: 1. Annette Barron; 2. Julie Anderson.
NOV: 1. Greg Austin; 2. Tom Stratton; 3. Rick Mehling; 4. Doug Moore; 5. Don Carver; 6. Danny Lowers.
INT: 1. John Anderson; 2. Brad Huffer; 3. Richard Torres.
EX: 1. Roy Knight; 2. Terry Huffer; 3. Frank Villa; 4. Darin Lundquist.

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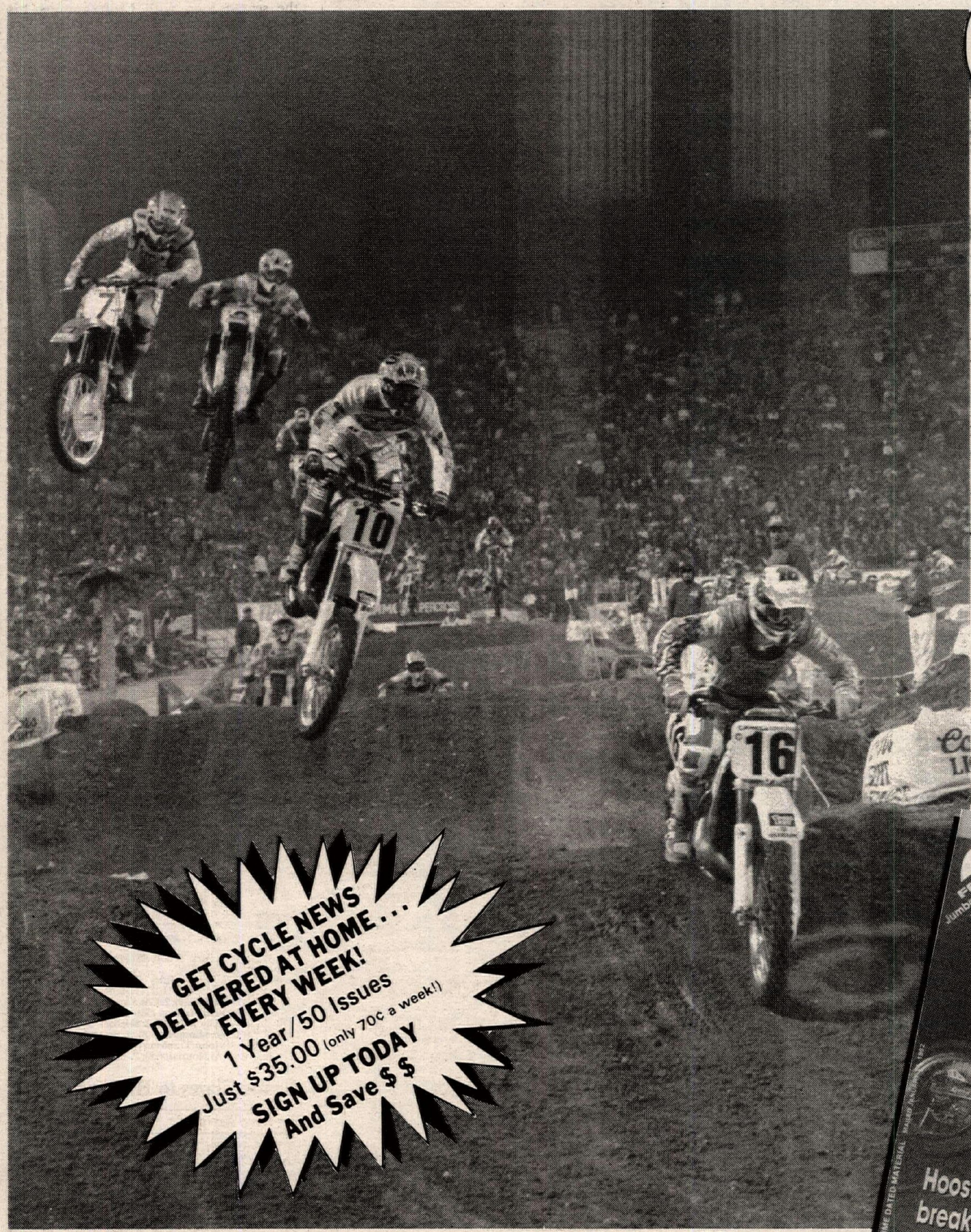

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- ★ '91 CA Sidecar Speedway C'Ship
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- ★ '91 Road Races: British, San Marino, Czecho

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America's best motocross champions take on the world in this special 60 minute show from Gaildorf, West Germany. From Motovideo.

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Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

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48 minutes from Powersports Video.

(#162A) '91 Millville MX Nationals
48 minutes from Powersports Video.

(#78A)1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#80B) 1991 Japanese RR Grand Prix
52 minutes from Motovideo.

(#96B) 1991 Australian RR Grand Prix
52 minutes from GP Video.

(#81B) 1991 USGP Laguna Seca
Different than the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 and 250 classes, sidecars too. 52 minutes from GP Video

#(82B) 1991 Spanish RR Grand Prix
52 minutes from GP Video

#(83B) 1991 Italian RR Grand Prix
52 minutes from GP Video

#(84B) 1991 German RR Grand Prix
52 minutes from GP Video

#(85B) 1991 Austrian RR Grand Prix
52 minutes from GP Video

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52 minutes from GP Video.

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52 minutes from GP Video.

#(89B) 1991 French RR Grand Prix
52 minutes from GP Video.

#(90B) 1991 British RR Grand Prix
52 minutes from GP Video

#(91B) 1991 San Marino RR Grand Prix
52 minutes from GP Video

#(92B) 1991 Czechoslovakian RR Grand Prix
52 minutes from GP Video

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageouus over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

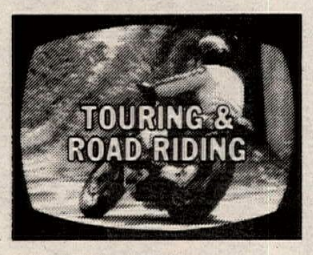
(#105) SX Thrills, Spills and Chills '90
You've seen the commercials - now buy the video . . . Great entertainment at parties. 30 minutes from Motovideo.

(#125) Bike Havoc
the 1st-ever all-motorccycle "Havoc" video by More Entertainment. Features 55 minutes of catastrophe with the likes of Randy Mamola, Christian Sarron, Dave Thorpe, Wayne Gardner, Kevin Schwantz, Eddie Lawson and more. A variety of crashes from road race GP's TT's, MXGP's, Drags, and Paris-Dakar. From Motovideo.

(#66) Crash and Burn 3
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#128) The Best of Widowmaker Hillclimb
60 minutes of the legendary Widowmaker - what goes up often comes down. From Motovideo.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.



(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#120) Ride America Package
Experience Ride America - a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1
This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video

(#122) Ride Am.: "The Million Dlr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

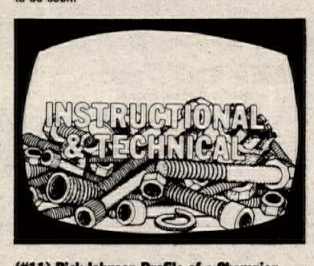
(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
Motovideo has now produced 60 minutes on tape of the outrageous challenge of the Blackwater classic. This is America's Toughest Race the way it was meant to be seen!



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

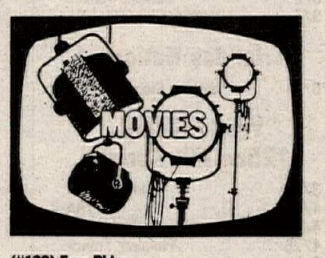
(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazzattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street-riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles of experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Motovideo.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series

4/5	Albacete, Spain
4/19	Donington Park, Great Britian
5/3	Mugello, Italy
5/10	Hockenheim, Germany
5/24	Francorchamps, Belgium
6/14	Brainerd, MN, USA
6/28	Paul Ricard, France
7/12	Oesterreichring, Austria
8/9	Most, Czechoslovakia
8/23	Shah Alam, Malaysia
8/30	Sugo, Japan
9/13	Assen, Holland
10/4	Monza, Italy
10/18	Manfield, New Zealand
10/25	Phillip Island, Australia

World C'ship Endurance Road Race Series

4/26	LeMans, France
7/19	Johor, Malaysia
7/26	Suzuka, Japan
8/16	Francorchamps, Belgium
9/20	Paul Ricard, France
10/25	Phillip Island, Australia

World C'ship Observed Trials Series

3/29	TBA, Spain
4/5	Bilstain, Belgium
4/19	TBA, Great Britian
4/26	Powerscourt, Ireland
5/17	Eyhoutiers, France
5/24	TBA, Andorra
6/7	Nepomuk, Czechoslovakia
6/14	Myslenice, Poland
6/21	Kiefersfelden, Germany
7/5	TBA, Italy
8/3	Rennie, Canada
9/5	Watkins Glen, NY, USA

Trial des Nations

9/7	Watkins Glen, NY, USA

World C'ship 125cc MX Series

3/29	Jerez, Spain
4/5	TBA
4/12	Ponte Egola, Italy
4/26	Plomion, France
5/3	Genk, Belgium
5/10	Svamphanan, Sweden
5/24	Kaposvar, Hungary
6/14	Dalecin, Czechoslovakia
7/12	Gdynia-Kolibki, Poland
7/26	Amatitlan, Guatemala
8/2	Campos Jordao, Brazil
8/23	Suzuka, Japan

World C'ship 250cc MX Series

4/5	Valkenswaard, Holland
4/12	Payerne, Switzerland
4/26	Schwanenstadt, Austria
5/3	Gallarate, Italy
6/14	Northeim, Germany
6/21	Foxhill, Great Britian
7/12	Maracay, Venezuela
7/19	Unadilla, NY, USA
8/2	Tibro, Sweden
8/9	Heinola, Finland
8/23	Suzuka, Japan

World C'ship 500cc MX Series

4/5	San Bernardino, CA, USA
5/3	Sverepec, Czechoslovakia
5/10	Sittendorf, Austria
5/24	Ruskeasanta, Finland
6/14	Baldasserona, San Marino
6/21	Reisersberg, Germany
7/5	Hawkstone Park, Great Britian
7/12	Cussac, France
7/19	Lichtenvoorde, Holland
8/2	Namur, Belgium
8/9	Folkendange, Luxemburg
8/23	Roggenburg, Switzerland

Motocross des Nations

9/6	Manjimup, Australia

Int'l Six Days Enduro

8/25-30	Cessnock, Australia

CMA Canadian Nat'l Ice Race C'ship

1/26	Bracebridge, Ont., CAN
2/1	Aylmer, Quebec, CAN
2/9	Val D'Or, Quebec, CAN
2/16	Repentigny, Quebec, CAN
2/23	St. Narcisse, Quebec, CAN

Info 416/522-5705

CMA Canadian Supercross Series

5/2	Toronto, Ont., CAN
9/19	Montreal, Quebec, CAN

Info 416/363-9035

AMA Grand Nat'l C'ship Camel Pro Series

3/7	Daytona Beach, FL ST
4/11	Sacramento, CA M
5/9	Pomona, CA HM
5/17	San Jose, CA M
5/24	Springfield, IL M
5/30	Parkersburg, WV HM
6/14	Syracuse, NY M
6/27	Lima, OH HM
7/11	Hagerstown, MD HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/5	Rapid City, SD HM
8/22	Indianapolis, IN M
9/6	Springfield, IL M
9/13	Fresno, CA M
9/26	Sacramento, CA M
10/10	Pomona, CA HM

Info 614/891-2425

AMA Camel Supercross Series

1/25	Anaheim, CA
2/1	Seattle, WA
2/8	San Diego, CA
2/22	Atlanta, GA
3/7	Daytona Beach, FL
3/14	Charlotte, NC
3/21	Indianapolis, IN
3/28	Tampa, FL
4/11-12	Pontiac, MI
4/25	Las Vegas, NV
5/30	Irving, TX
6/6	San Jose, CA
6/20	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8	Daytona Beach, FL
4/12	College Station, TX
4/26	Monterey, CA

* Additional races to be added
Info 6144/891-2425

AMA Nat'l C'ship 125/250 MX Series

3/1	Gainesville, FL
5/17	Southwick, MA
5/24	Mt. Morris, PA
6/14	Sacramento, CA
7/5	Buchanan, MI
7/26	Troy, OH

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/16	Millville, MN
8/9	Washougal, WA
8/30	Binghamton, NY
9/27	Delmont, PA
10/4	Budds Creek, MD

Info 614/891-2425

AMA Nat'l Arenacross Series

Central

1/31-2/2	Tulsa, OK
2/21-23	Odessa, TX

West

2/7-9	San Francisco, CA
2/14-16	Denver, CO

East

3/13-15	Memphis, TN
3/27-29	Perry, GA

Info 817/834-2298

AMA Nat'l C'ship Enduro Series *

2/16	Coalinga, CA
4/5	Morrison, IL
4/12	Santa Rosa, CA
5/3	Rose City, MI
5/10	Wellston, OH
10/11	Redding, CA
10/25	Bear, DE
11/1	New Paris, IN
11/8	Greenville, OH

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

1/26	Lucerne Valley, CA
2/9	Ridgecrest, CA
3/22	Lucerne Valley, CA
4/11	Jericho, UT
5/3	Las Vegas, NV
9/27	Wendover, UT
10/25	Lucerne Valley, CA

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

1/26	Atlanta, TX
3/22	Cadiz, KY
3/29	Hurricane Mills, TN
4/5	Redding, CA
7/26	New Berlin, NY
9/6	Millfield, OH
9/13	Hookstown, PA
9/27	Lynnville, IN
10/11	Kahoka, MO
11/1	Phoenix, AZ

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

4/23-26	Tulsa, OK
5/16-17	Speedsville, NY
5/24	McArthur, OH
5/30-31	Boise, ID
6/12-14	Bellingham, WA
6/27-28	McMinnville, OR
10/4	Minden, NV

* Tentative
Info 614/891-2425

AMA Wiseco/Yamaha Yokohama Grand Nat'l C'ship Cross Country Series

3/15	Greeneville, TN
3/29	Hurricane Mills, TN
4/12	Shelby, NC
4/26	Brownsville, PA
5/3	Beckley, WV
5/17	Boyers, PA
6/7	Millfield, OH
6/21	Davis, WV
8/30	Waterford, OH
9/20	Bunner Ridge, WV
10/4	Mt. Morris, PA
10/18	TBA

Info 614/891-2425

AMA Amateur Dirt Track Nat'l Finals *

Half Mile

7/4-5	Henry, IL

Short Track

7/8	Henry, IL

TT Scrambles

7/11-12	Henry, IL

* Tentative
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb *

8/22-23	Mankato, MN

* Tentative
Info 614/891-2425

AMA Amateur Nat'l C'ship Ice Race *

1/25-26	Albright Shores, MI

* Tentative
Info 614/891-2425

AMA Amateur Supercross Series

2/1	Seattle, WA
2/23	Atlanta, GA
2/28	Gainesville, FL
3/15	Charlotte, NC
3/22	Indianapolis, IN
3/29	Tampa, FL
5/3	Dallas, TX
6/7	San Jose, CA

Info 813/822-8929

AMA/CCS Pro/Am Series

2/1-2	Chandler, AZ
2/8-9	West Palm Beach, FL
2/28-3/1	Daytona Beach, FL
2/29-3/1	Las Vegas, NV

Info 704/684-4297

AMA/CCS Regional C'ship Road Race Series

Florida Region

2/8-9	W. Palm Beach, FL
2/29-3/1	Daytona Beach, FL
3/21-22	W. Palm Beach, FL
4/18-19	Faulkville, GA
4/25-26	W. Palm Beach, FL
5/25	W. Palm Beach, FL
7/18-19	W. Palm Beach, FL
8/15-16	W. Palm Beach, FL
9/5-6	Faulkville, GA

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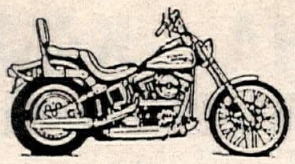
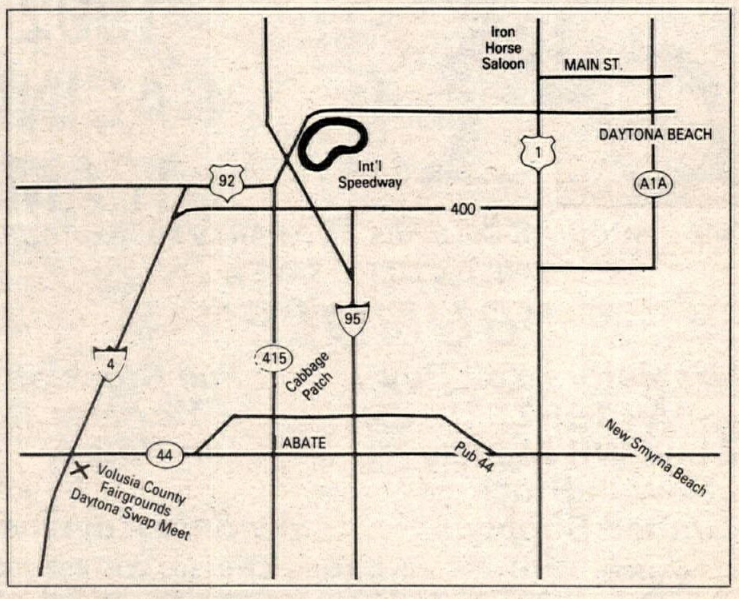


Feb. 28 - March 9

Just Minutes From All Bike Week Activities



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Mar. 1 LA County Raceway
March 8 Sunrise Park
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Feb. 2 Rnd. #5 South, Barona Oaks
Feb. 15 & 16 Rnd. #6 Huron
Feb. 22 & 23 Final Glen Helen OHV
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Feb. 15th ATV Qualifiers (only)
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Site: North Pond (over 2' of ice)
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Old Timers MX Association
Race Schedule

ROUND 4 January 26
LA County Raceway CRC MX

ROUND 5 February 1
Perris Raceway GFI MX

ROUND 6 February 8
Perris Raceway OT & OTHG

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Members *Non Members*
January 26 Glen Helen
February 23 Sunrise Park
Info (714) 957-2985

WSM WILLOW SPRINGS MOTORCYCLE CLUB
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ROUND 2 - February 14-15-16
INFO (805) 256-2471

CALENDAR

9/19-20	W. Palm Beach, FL
10/17-18	Daytona Beach, FL
12/13	W. Palm Beach, FL

Southeast Region

2/29-3/1	Daytona Beach, FL
4/18-19	Faulkville, GA
5/23-24	Faulkville, GA
6/27-28	Faulkville, GA
8/1-2	Faulkville, GA
9/5-6	Faulkville, GA
10/17-18	Daytona Beach, FL

(Dates at Road Atlanta & Talladega TBA)

Mid Atlantic Region

4/18-19	Faulkville, GA
5/2-3	Summit Point, WV
5/23-24	Faulkville, GA
6/20-21	Summit Point, WV
7/18-19	Summit Point, WV
9/12-13	Summit Point, WV
10/17-18	Daytona Beach, FL

(Dates at Charlotte TBA)

Great Lakes Region

4/11-12	Grattan, MI
4/25-26	Elkhart Lake, WI
5/16-17	Rockton, IL
5/23-24	Mt. Meridian, IN
6/13-14	Grattan, MI
7/4-5	Grattan, MI
7/25-26	Rockton, IL
8/8-9	Mt. Meridian, IN
8/29-30	Grattan, MI
9/19-20	Grattan, MI
10/17-18	Daytona Beach, FL

Midwest Region

4/25-26	Elkhart Lake, WI
5/16-17	Rockton, IL
5/23-24	Mt. Meridian, IN
6/6-7	Rockton, IL
7/4-5	Grattan, MI
7/25-26	Rockton, IL
8/8-9	Mt. Meridian, IN
8/22-23	Rockton, IL
9/12-13	Rockton, IL
9/19-20	Grattan, MI
10/17-18	Daytona Beach, FL

Northeast Region

4/11-12	Loudon, NH
5/9-10	Loudon, NH
6/13-14	Loudon, NH
7/18-19	Loudon, NH
8/29-30	Loudon, NH
9/19-20	Loudon, NH
10/10-11	Loudon, NH
10/17-18	Daytona Beach, FL

(Dates at Bridgehamton TBA)

Southwest Region

2/1-2	Phoenix, AZ
2/29-3/1	Las Vegas, NV
3/28-29	Phoenix, AZ
5/23-24	Phoenix, AZ
6/6-7	Las Vegas, NV
9/5-6	Las Vegas, NV
9/19-20	Phoenix, AZ
10/17-18	Daytona Beach, FL

Great Plains Region

7/18-19	Topeka, KS
8/22-23	Topeka, KS

(Dates at Texas World Spdy. TBA)

AMA Mid-South C'ship Hare Scrambles Series

2/2	Hurricane Mills. TN
2/16	Hohenwald, TN
2/23	Clarksville, TN

Info 615/331-1475

Florida Winter AMA Motocross Series

1/25-26	Gainesville, FL

Info 813/822-8929

Central WI Ice Racing C'ship Series

1/26	Wisconsin Rapids, WI
2/2	Winona, MN
2/9	Merrillan, WI
2/16	Stevens Point, WI
2/23	Dexterville, WI
3/2	Rock Dam, WI

Info 715/267-6432

WERA F-USA Pro Road Race Series

4/3-5	Willow Springs, CA
4/24-26	Miami, FL
5/15-17	Atlanta, GA
5/29-31	Toronto, CAN
6/12-14	Seattle, WA
7/17-19	Minneapolis, MN
8/14-16	Denver, CO
8/21-23	Pocono, PA
9/11-13	Willow Springs, CA
10/28-11/1	Braselton, GA

Info 916/582-0451

Vanson/PM WERA Nat'l Endurance Series

3/14	Faulkville, GA
3/28	Talladega, AL
4/4	Rosamond, CA
5/9	Mt. Meridian, IN
5/16	Braselton, GA
6/13	Kent, WA
6/27	Grattan, MI
7/11-12	Garrettsville, OH
7/18	Brainerd, MN
8/8	Clermont, IN
8/29	Millington, TN
9/12-13	Rosamond, CA
9/19	W. Palm Beach, FL
10/30	Braselton, GA

Info 916/582-0451

IDBA Nat'l C'ship Drag Race Series

3/28-29	Ennis, TX
5/16-17	Bowling Green, KY
6/20-21	Leicester, NY
7/18-19	Columbus, OH
8/8-9	Norwalk, OH
8/29-30	Rockingham, NC
10/23-25	World Finals Memphis, TN

Info 205/849-7886

NESC C'ship MX Series

3/22	Middleboro, MA
3/29	Middleboro, MA
4/5	Southwick, MA
4/12	Middleboro, MA
4/19	Middleboro, MA
4/26	Southwick, MA
5/3	Middleboro, MA
5/10	Southwick, MA
5/24-25	Lewiston, ME
5/31	Central Village, CT
6/7	Southwick, MA
6/14	Middlebury, MA
6/21	Southwick, MA
6/28	Central Village, CT
7/4-5	Lewiston, ME
7/12	Southwick, MA
7/26	Lewiston, ME
8/2	Middleboro, MA
8/9	Southwick, MA
8/16	Lewiston, ME
8/23	Central Village, CT
8/30	Southwick, MA
9/6-7	Lewiston, ME
9/13	Southwick, MA
9/20	Middleboro, MA
9/27	Central Village, CT
10/4	Southwick, MA
10/11	Middleboro, MA
10/18	Southwick, MA
10/25	Middleboro, MA
11/1	Middleboro, MA
11/8	Middleboro, MA

Info 413/772-0685

AMA Southeastern Regional MX C'ship Mega Series

3/8	Blountville, TN
3/29	Blountville, TN
4/18	Calhoun, GA
4/25-26	Blountville, TN
5/3	Kingsport, TN
5/10	Wytheville, VA
5/17	London, KY
5/30-31	Blountville, TN
6/6	Gray, TN
6/14	Morganton, NC
7/11-12	Blountville, TN
7/19	Wytheville, VA
8/23	Blountville, TN
9/13	Blountville, TN
9/27	Kingsport, TN
10/25-26	Blountville, TN

Info 615/323-5497

Grans Prix de Baja Series

2/29	Mexicali Gran Prix Mexicali, B.C., MEX
4/11	Baja Malibu Gran Prix Rosarito, B.C., MEX
6/13	Tecate Gran Prix Tecate, B.C., MEX
10/17	Ensenada Gran Prix Ensenada, B.C., MEX
12/19	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

Golden Crown of Baja Series

2/7-9	Gran Carrera de Ensenada Ensenada, B.C., MEX
3/27-29	Gran Carrera de Mexicali Mexicali, B.C., MEX
5/22-24	Gran Carrera de Tecate Tecate, B.C., MEX
7/24-26	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/25-27	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

International Oldtimers Motocross Series

4/11-12	Rupert, ID
5/2-3	Marysville, CA
5/23-24	Richland, WA
5/30-31	Edmonton, Alberta, CAN
6/20-21	Mammoth Lakes, CA
7/4-5	Duncan, B.C., CAN
7/11-12	Rock Springs, WY
7/25-26	Albany, OR
9/5-6	Fernley, NV
9/19-20	Brentwood, CA

Info 208/327-0693

AHRMA/BMW Classic Cup Series

3/2	Daytona Beach, FL
6/18	Loudon, NH
7/4	Grattan, MI
9/19	Steamboat Springs, CO

Info 715/842-9699

AHRMA Historic Cup Series

2/29	Talladega, AL
3/2	Daytona Beach, FL
3/28	Firebird, AZ
5/16	Rockton, IL
6/6	Las Vegas, NV
6/18	Loudon, NH
7/4	Grattan, MI
7/18	Summit Point, WV
8/8	Mt. Meridian, IN
9/19	Steamboat Springs, CO

Info 715/842-9699

AHRMA Eastern Road Race Series

4/18	Faulkville, GA
9/5	Faulkville, GA

Info 715/842-9699

AHRMA Central Road Race Series

7/25	Rockton, IL

Info 715/842-9699

AHRMA Western Road Race Series

2/1	Firebird, AZ

Info 715/842-9699

AHRMA Vintage Trials Series

3/4	Daytona Beach, FL
7/25	Donner Pass, CA
8/8	Toronto, OH
9/17	Steamboat Springs, CO
9/27	Millville, MN
10/4	Flat River, MO

Info 715/842-9699

Mid-Atlantic Vintage Trials Series

3/22	Union Bridge, MD
4/26	Granogue, DE
5/2-3	Toronto, OH
6/6-7	Millerstown, PA
6/27	Farrandsville, PA
7/26	Williamsport, PA
8/8-9	Toronto, OH
10/11	Toughkenamon, PA

Info 410/775-7209.

AHRMA Vintage Iron Nat'l MX Series

2/28	Gainesville, FL
3/21	Atlanta, GA
4/12	Brentwood, CA
5/30-31	Blountville, TN
7/4	Buchanan, MI
7/25	Linnville, OH
9/18	Steamboat Springs, CO
9/26	Millville, MN

Info 715/842-9699

South Texas C'ship Hare Scrambles Series

1/19	Columbus, TX
2/2	D'Hanis, TX
2/16	TBA

Info 512/892-4884

MTEG Off-Road C'ship GP Series

1/18	Amaheim, CA
2/22	San Diego, CA
3/21	Seattle, WA
4/4	Irving, TX
5/2	Tempe, AZ
7/18	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
11/TBA	Oakland, CA

Info 714/938-4100

SCORE Int'l Off Road Series

1/24-26	Parker 400 Parker, AZ
4/24-26	San Felipe 250 San Felipe, B.C., MEX
6/5-7	Baja 500 Ensenada, B.C., MEX
11/11-14	Baja 1000 Ensenada-Le Paz, B.C., MEX

Info 818/889-9216

CMRA Road Race Series

2/15-16	Monterrey, MEX
3/1	Henderson, TX
3/14-15	Henderson, TX
4/4-5	College Station, TX
4/19	Henderson, TX
5/2-3	Henderson, TX
5/30-31	Henderson, TX
6/20-21	College Station, TX
7/18-19	Henderson, TX
8/15-16	College Station, TX
9/12-13	Henderson, TX
10/17-18	College Station, TX

Info 713/342-9032

GFI California Winter MX Series

South

1/19	Palmdale, CA
2/2	Perris, CA

North

1/26	Brentwood, CA
2/2	San Jose, CA
2/9	Prairie City, CA

North-South Showdown

2/16	Perris, CA

Info: South 714/788-5853
North 209/673-8080

GFI/MTEG/AMA Amateur MX Series

1/26 Anaheim, CA
2/9 San Diego, CA
6/21 Los Angeles, CA
Info 714/788-5853

White Bros. 4-Stroke World C'ship

5/16-17 Perris, CA
Info 714/788-5853

White Bros. Vet World MX C'ship

11/7-8 Perris, CA
Info 714/788-5853

HDRA USA Cup Desert Race Series

3/12-15 Las Vegas, NV
5/15-17 Pahrump, NV
7/4-5 Barstow, CA
8/14-16 Brian Head, UT
10/9-11 Las Vegas, NV
Info 702/361-5404

AFM Road Race Series

4/25-26 Sonoma, CA
5/23-24 Sonoma, CA
6/20-21 Sonoma, CA
7/11-12 Sonoma, CA
8/22-23 Sonoma, CA
9/12-13 Sonoma, CA
1-/11 Sonoma, CA
Info 510/796-7005

OMRRA Road Race Series

4/4-5 Portland, OR
5/30-31 Portland, OR
7/19 Portland, OR
8/8-9 Portland, OR
9/26-27 Portland, OR
10/18 Portland, OR
Info 503/221-1487

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FEBRUARY						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

• Denotes Pro Payback

January 24-26

ARIZONA DESERT RACE
SCORE Int'l Desert C'ship Series. 19th Annual Parker 400. Parker. Info 818/889-9216.

January 25

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
• AMA Camel Supercross Series. Anaheim Stadium, Anaheim. Info 714/938-4100.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

January 25-26

FLORIDA MOTOCROSS
• 22nd Annual Florida Winter AMA Series. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

January 26

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE & HOUND
AMA Nat'l C'ship Series. Desert MC Winter Classic. Johnson Valley, Lucerne. Info 714/636-1683 or 818/798-8159.
CALIFORNIA SUPERCROSS
• AMA/GFI/MTEG Amateur Supercross Series #1. Anaheim Stadium, Anaheim. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #4. Sandhill Ranch, Brentwood. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MARATHON
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Race Series. Mid North Dirt Riders, Bracebridge, Ontario. Info 705/645-3088.
ILLINOIS SWAP MEET
J & P Promotions. 6th Annual M/C Parts Extravaganza. Bell-Clair County Fairgrounds, Belleville. Info 319/462-6011.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW YORK ICE RACE
Electric City Riders MC. Warners Lake, East Berne. Info 518/374-7979.
OKLAHOMA MOTOCROSS
Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HARE SCRAMBLES
AMA Nat'l C'ship Series. Texarkana Dirt Riders, Inc., Atlanta, TX. Info 903/838-6591, Ext. 238.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON ARENACROSS
Pro Sports Promotions. WA State Arenacross C'ship. Oakwood Arena, Spanaway. Info 206/847-1791.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Nepco Lake, Wisconsin Rapids. Info 715/325-5381.

Jan. 31-Feb. 1

SOUTH DAKOTA SHORT TRACK
Motor Sports of America. Sioux Falls Arena, Sioux Falls. Info 1-800-544-8714.

Jan. 31-Feb. 2

NORTH CAROLINA SHORT TRACK
Motor Sports of America. Cumberland County Civic Center, Fayetteville. Info 1-800-544-8714.
OKLAHOMA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Pavilion, Tulsa. Info 817/834-2298 or 800-783-MOTO.

February 1

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
Racing Ent. Glen Helen OHV Park, San Bernardino. Info 619/484-1441.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Racing Series. Aylmer Carnival, Quebec. Info 819/684-5372.
FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
WASHINGTON SUPERCROSS
AMA Supercross Series/SRO/ Pace Promotions. Seattle Kingdome, Seattle. Info 708/963-4810.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.

February 1-2

CALIFORNIA GRAND PRIX
• AMA/D-37/Desert Vipers MC. 12th Annual Adelanto GP. Adelanto. Info 714/979-5313.

February 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls South, Round #5. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series South #5. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #5. P.A.L., San Jose. Info 209/673-8080.
CALIFORNIA OFF ROAD
AMA/D-36. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MARATHON
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
GEORGIA ENDUROCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MINNESOTA ICE RACE
Central WI Ice Racing Assn. C'ship Series. Winona. Info 507/454-6618 or 454-4206.
NEVADA MOTOCROSS
• CMC Golden State Nat'ls North, Round #5. Silver State Raceway, Carson City. Info 714/261-6116.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712.
NORTH CAROLINA MOTOCROSS
NAME Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship Hare Scrambles Series. Hurricane Mills. Info 615/331-1475.
TENNESSEE MOTOCROSS
KTM MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLES
South TX C'ship Hare Scramble Series, D'Hanis. Info 512/892-4884 or 892-5026.
TEXAS SWAP MEET
Motorcycle Expo, Show Swap Meet. Waco Convention Center, Waco. Info 214/216-5520.
WISCONSIN SWAP MEET
J & P Promotions. 10th Annual Milwaukee MC Parts Extravaganza & Bike Show. Mecca Convention Center, Milwaukee. Info 319/462-6011.

February 7

MICHIGAN ICE RACE
•AMA/Half Mile Cycle Race Corp. Invitational Indoor Pro Ice Race. Walker Arena, Muskegon. Info 616/941-0815.

February 7-8

CANADA SHORT TRACK
Motor Sports of America. Westerner Exposition Assn. Red Deer, Alberta. Info 1-800-544-8714.

February 7-9

CALIFORNIA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Cow Palace, San Francisco. Info 817/834-2298 or 800-783-MOTO.
MEXICO DESERT RACE
Baja Promotions. Golden Crown of Baja Off-Road Desert Series. Gran Carrera de San Felipe, San Felipe, B.C. Info 818/340-5750 or 992-6355.

February 8

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
• AMA Camel SX Series/MTEG. Jack Murphy Stadium, San Diego. Info 714/938-4100.
FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 8-9

CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides. Hi Desert 250 Dual Sport Ride. Ridgecrest. Info 714/846-1241.
FLORIDA ROAD RACE
AMA/CCS Series. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
NEVADA ROAD RACE
American Road Racing Assn. Las

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Sun., February 2nd

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CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK

Sun. Jan. 26 MX LA County Raceway
Sun. Feb. 2 MX LA County Raceway
Sun. Feb. 9 MX Ridgecrest
Sun. Feb. 16 MX Sunrise Park

Next Vintage Race
Sun. Feb. 23 GP LA County Raceway
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
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CRC Info 805-272-8889

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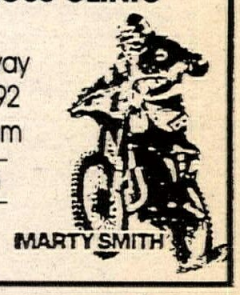
at
Long Beach Veteran's Stadium
General Information
(310) 323-9611 Mon.-Sat.

3 Time National Champion MARTY SMITH MOTOCROSS CLINIC

at
Carlsbad Raceway
Sat. Feb. 1st, 1992
9:00 am - 3:00 pm
619-272-0815
20 Rider Limit



GFI/PERRIS RACEWAY 1992 SCHEDULE

Sat. Jan. 25	No Race	
Sun. Jan. 26	GFI/MTEG/AMA Amateur SX Anaheim Stadium, Anaheim, CA	Round 1
Sat. Feb. 1	GFI Winter Series & GFI Super Sat. Morn. MX Perris Raceway	Round 2 (rain date)
Sat. Feb. 2	GFI Winter Series Perris Raceway	Rd.5 (all classes)

(714) 788-5853

B.K. SALES

Odyssey New & Used Parts
Power Block Clutches
806-866-4690

CALENDAR

Vegas Int'l Speedway, Las Vegas. Info 805/966-5700.

February 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA HARE & HOUND
AMA Nat'l C'ship Series. Four Aces MC, Ridgecrest. Info 818/348-5286.
CALIFORNIA SUPERCROSS
• AMA/GFI/MTEG Amateur Supercross Series #2. Jack Murphy Stadium, San Diego. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North #6. Prairie City. Info 209/673-8080.
CALIFORNIA HARE SCRAMBLES
P & J Promotions. Hollister Hills SVRA, Hollister. Info 408/249-4336.
CALIFORNIA MOTOCROSS
• CRC/Desert Kawasaki Suzuki of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CALIFORNIA SHORT TRACK
AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Racing Series. Val D'Or, Quebec. Info 514/654-8193.
GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227 or 956-5420.
MASSACHUTTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/723-2387.
OKLAHOMA MOTOCROSS
RBH/Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/395-1760 or 295-8908.
WASHINGTON ARENACROSS
Pro Sports Promotions. Washington State Arenacross C'ships. Oak Wood Arena, Spanaway. Info 206/847-1791.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WISCONSIN ICE RACE
Central WI ice Racing Assn. C'ship Series. Merrillan. Info 715/333-2204 or 333-5807.

February 14-15

CANADA SHORT TRACK
Motor Sports of America. Lethbridge Sports Plex, Lethbridge. Info 1-800-544-8714.

February 14-16

CALIFORNIA ROAD RACE
Del Amo/Miller High Life GP Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-1234.
COLORADO ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Denver Coliseum, Denver. Info 817/834-2298 or 800-783-MOTO.

February 15

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Winter Series. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MX/SHORT TRACK/DRAGS/MUD BOGS
• Orange County Raceway, Orlando. Info 407/568-2271.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.

February 15-16

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals. Huron Cycle Park, Huron. Info 714/261-6116.
MEXICO ROAD RACE
CMRA Road Race Series. Autodromo de Monterrey, Monterrey, B.C. Info 1-800-423-8736 or 713/342-9032.
NEW YORK ICE RACE
AMA/Northeast Regional C'ships/Hague Winter Carnival. North Pond, Hague. Info 518/543-6528.

February 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA ENDURO
AMA/RMEC/Arizona Trail Riders. Desert Mountain Enduro, Phoenix. Info 602/439-0660.
CALIFORNIA ENDURO
AMA Nat'l C'ship Series. Salinas Ramblers, Salinas. Info 614/891-2425.
CALIFORNIA ENDUROTHON
2-Man, 2-Hour Endurothon. San Jose Fairgrounds Speedway, San Jose. Info 408/224-4412 or 436-8228.
CALIFORNIA MOTOCROSS
• GFI CA Winter Series North-South Showdown. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA ROAD RIDE
Honda Riders Club of America Ride for Kids Benefit Ride. Dana Point to Del Mar Fairgrounds, Dana Point.
CALIFORNIA TRIALS
AMA/ATA C'ship Round #3. Plonkers Trials Club President's Day Trial. Cougar Buttes, Johnson Valley OHV area, Lucerne Valley. Info 213/259-6631.
CALIFORNIA MARATHON
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Racing Series. Repentigny, Quebec. Info 514/654-8193.
GEORGIA HARE SCRAMBLE
Bremen Raceway, Bremen. Info 404/941-8464.
GEORGIA MOTOCROSS
• Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
ILLINOIS SWAP MEET
J & P Promotions. 11th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-6011.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN SWAP MEET
Giant Motorcycle Swap Meet & New Bike Expo. Lansing Center, Lansing. Info 616/941-0815.
OHIO HARE SCRAMBLE
Sunset Ramblers MC, Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
Winter Series. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
TENNESSEE HARE SCRAMBLES
AMA. Mid-South C'ship Hare Scrambles Series. Hohenwald. Info 615/331-1475.
TENNESSEE POKER RUN
Woods Poker Run. Jellico Creek ORV Park, Winfield. Info 615/938-2980 or 879-8557.
WISCONSIN SWAP MEET
12th Annual Eau Claire Swap Meet. Civic Center, Eau Claire. Info 715/834-8389.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Rusty's Backwater Saloon, Stevens Point. Info 715/341-2490.

February 21-22

ILLINOIS SHORT TRACK
Motor Sports of America. David S. Palmer Civic Center, Danville. Info 1-800-544-8714.
MISSOURI SHORT TRACK
Motor Sports of America. Midway Exposition Center, Columbia. Info 1-800-544-8714.

February 21-23

TEXAS ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Ector County Coliseum, Odessa. Info 817/834-2298 or 800-783-MOTO.
PENNSYLVANIA SHORT TRACK/SUPERCROSS/SHOW
• 14th Annual Motorama Arena Races & Speed Show. 2/21 Short Track, 2/22 & 23 Supercross. Farm Show Arena, Harrisburg. Info 717/359-4310.

February 22

CALIFORNIA DUAL SPORT
AMA/D-37/TNT Promotions. Run to the River Dual Sport Ride. Barstow to Laughlin, NV. Info 818/353-5409.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 22-23

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals Final. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
MICHIGAN MOTOCROSS/SNOW DRAGS
Hanks M/C Club. Nishon Meadows, Hines Park. Info 313/255-2582.

February 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
GFI/Moto West. Hollister Hills GP Track Hollister. Info 408/637-2073 or 238-8208.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Polka Dots MC. 49er Cross Country. Prairie City SVRA, Sacramento. Info 916/965-9353.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

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Harley Davidson Of Stuart
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BMW Parts Manager
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1 Service Writer & 1 Mech.
Needed at Bellflower Yamaha/watercraft. Call Wild Bill at (310) 925-5097 (ex 15). CA. (202-03)

Major Los Angeles Dealer
Positions open for career minded motorcycle technicians with dealer experience. Call for interview Tuesday through Saturday. (310) 326-3622. CA. (101-03)

Store Manager
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Established multi-line dealer looking for qualified help. We need technicians, parts counter people, and phone representatives. These are career positions available to the right people. Send resume to: ALAMO CYCLE SALES, 5706 Mobud, San Antonio, TX 78238 or FAX to (512) 523-8848. (202-03)

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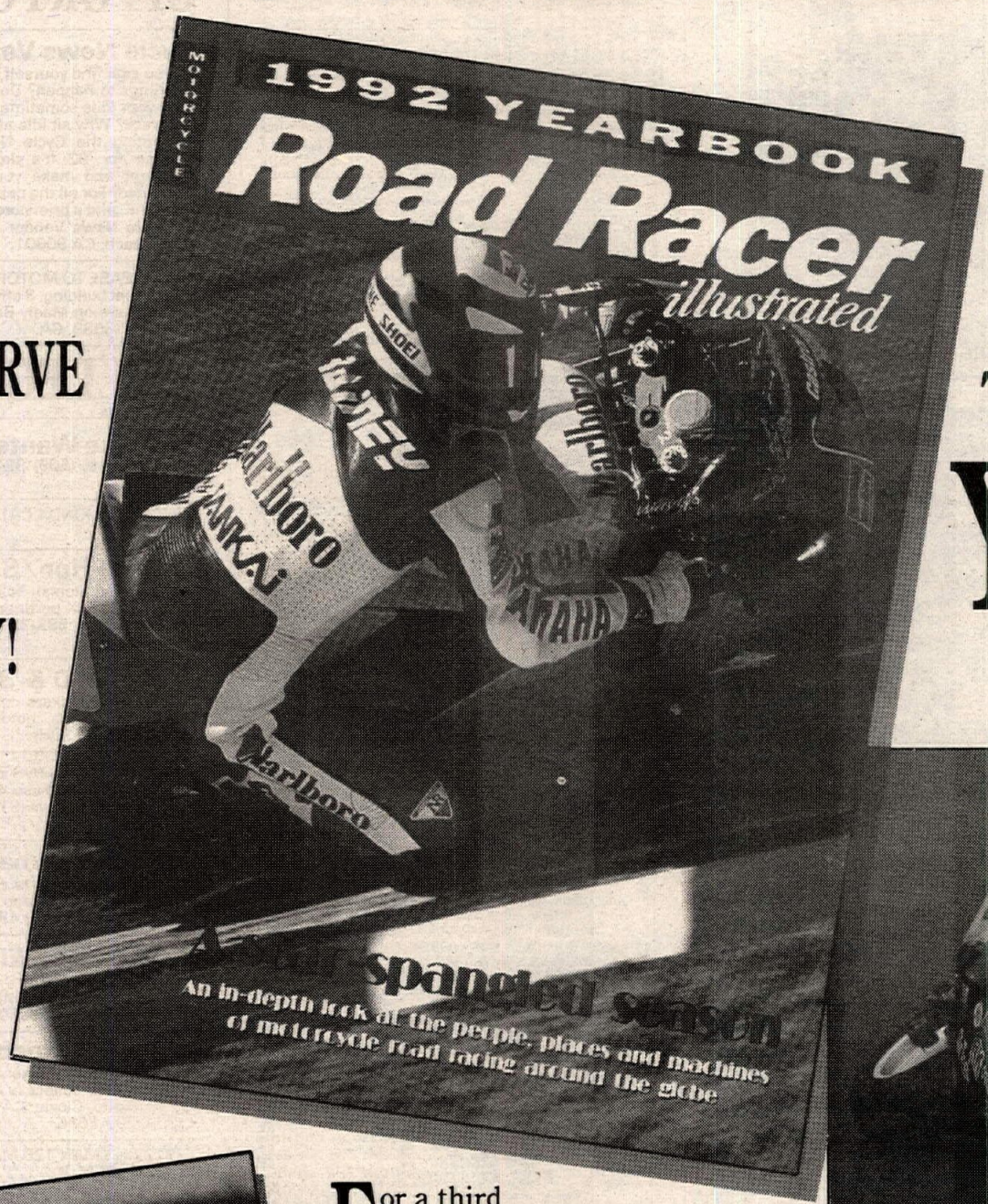

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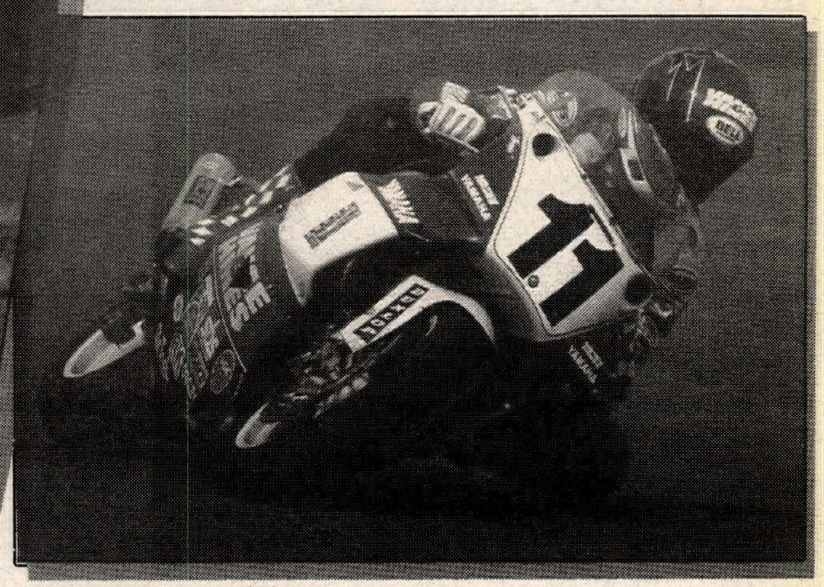

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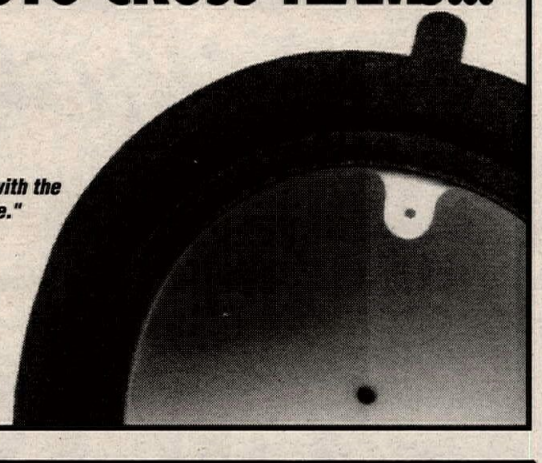

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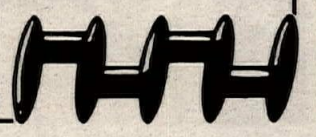

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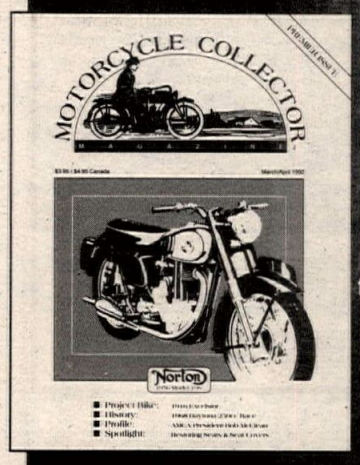

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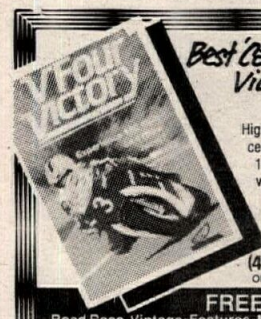

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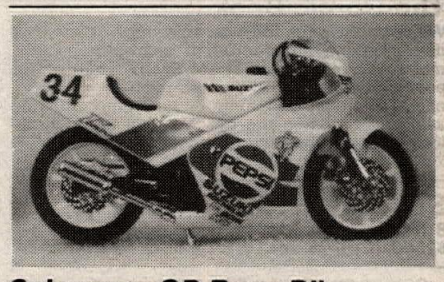

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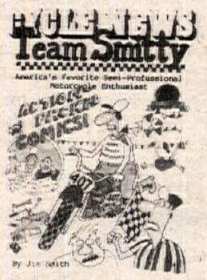

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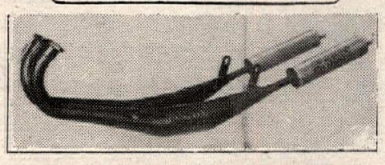

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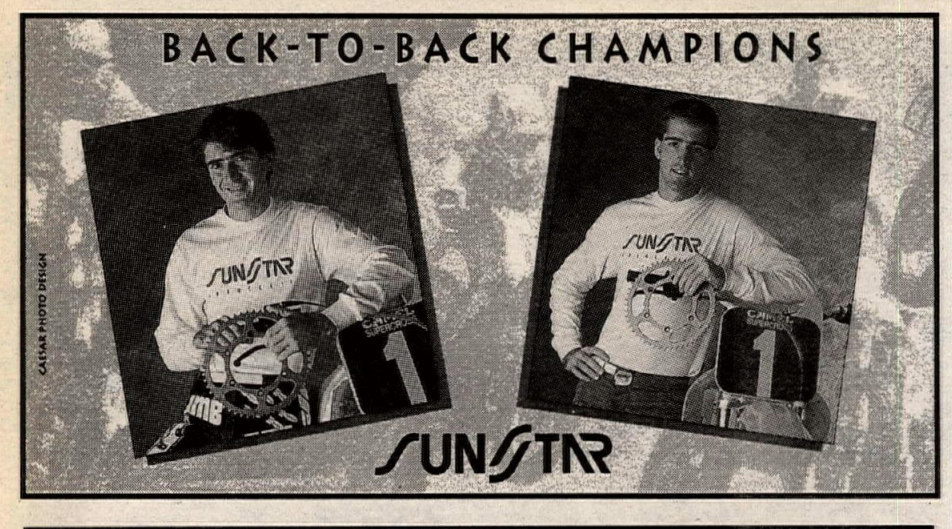

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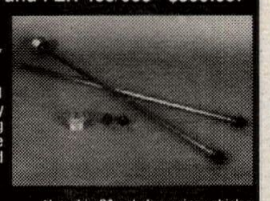

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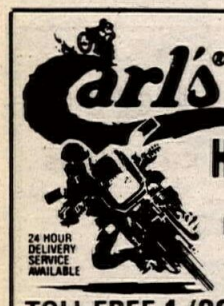

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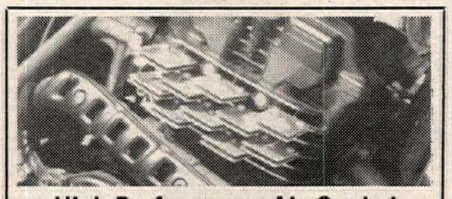

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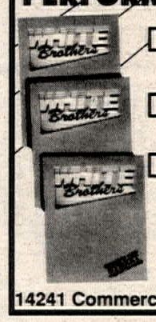

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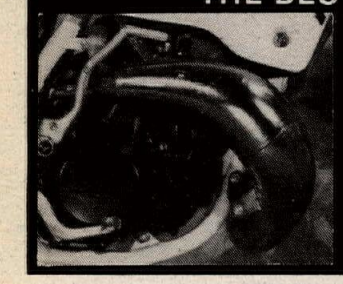

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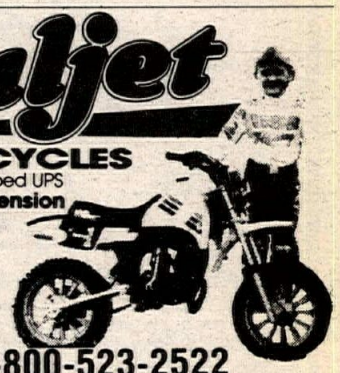

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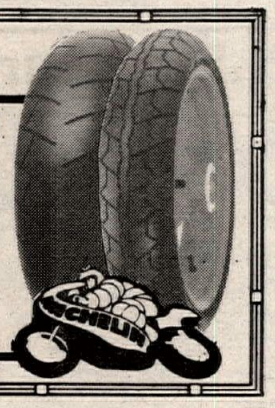

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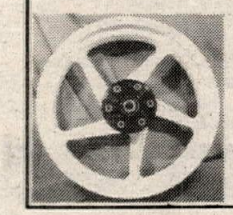

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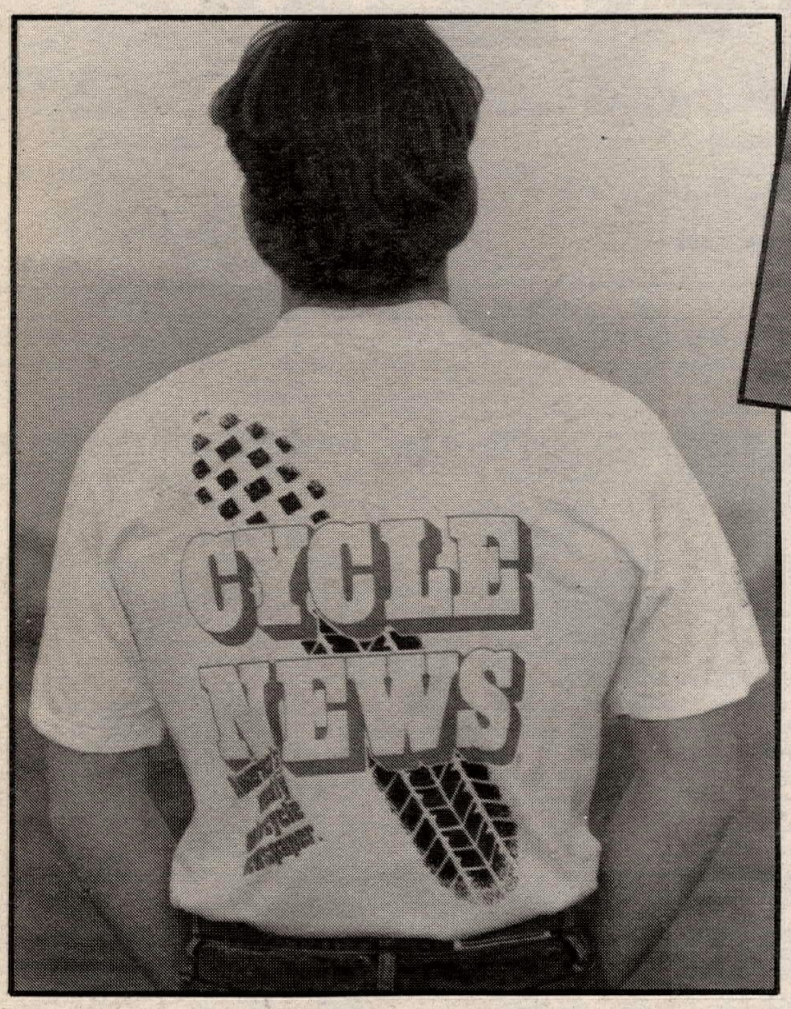

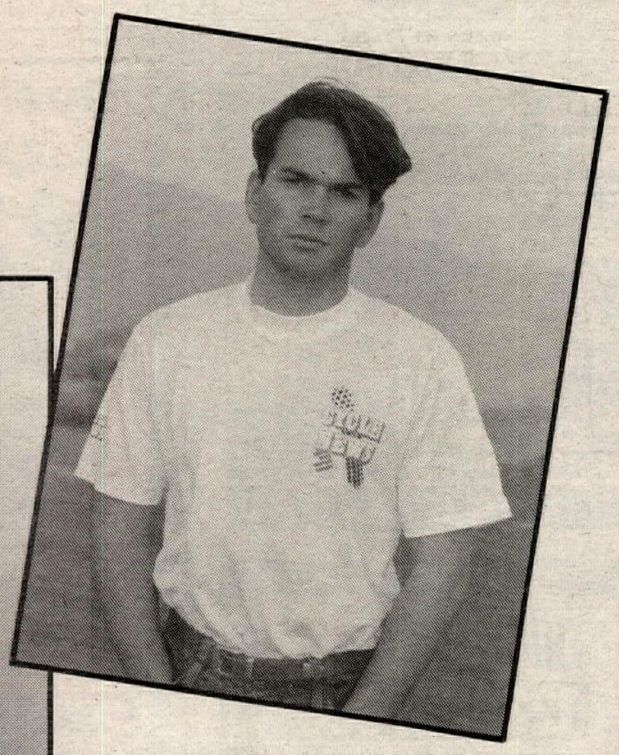

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Jack Bordner	Suz
Richard Shueffel	Suz
SR	
Albert Chuppa Jr.	Hon
Tim Strickland	Yam
Robert Wells	Suz
H. Dean Webb	Yam
Lennie Rhoades	Kaw

Observed Trials
PITS 1991
Final Standings
Northern California
By Don Williams

MSTR	
K. Webb	217
K. Leduc	208
C. Belvoir	86
S. Head	54
N. Belvoir	43
EX	
N. Belvoir	214
H. Galbreath	200
K. Lane	173
M. Kowalczyk	157
T. Gansberger	146
AM	
B. Thompson	199
D. Elliott	187
T. Gergon	123
R. Walker	108
Jim Stoodley	93
SR AM	
K. Marecak	220
B. Lowery	194
B. Flewelling	171
K. Proctor	167
R. Tresler	988
NOV ADV	
C. Negrete	159
D. Kirchhoff	112
J. Mason	103
G. Peckham	95
A. Seminerio	91
SR ADV	
D. Miller	191
B. Fulwinder	157
F. Musta	115
C. Winter	146
R. Savarino	112
S/SR	
H. Slayton	211
P. Olliges	145
D. Belvoir	137
T. Cullen	99
Bob Miller	95
NOV BEG	
R. Tufford	100
K. Belvoir	84
C. Dewitt	81
L. Mason	80
Joann Head	65
SR BEG	
R. Holly	157
R. Tufford	80
K. Flaherty	60
R. Smith	54
K. Mirell	51
LADIES	
L. Fulwider	194
L. Dana	60
K. Oswald	57
D. Kane	30
VINT ADV	
M. Fenner	120
J. Winter	120
B. Peckham	59
R. Thomure	30
G. Norman	17
VINT BEG	
K. Marecak	120
R. Williams	60
J. Lerer	37
R. Kane	34
E. Stair	20
CHECKERS	
Lori Galbreath	240
Bev Gansberger	240
Fran Webb	180
Mary Slayton	180
Cam Leduc	165

Observed Trials
American Trials Assn. 1991
Final Standings
Southern California
By Don Williams

C'SHIP	
Tom Hamann	4625
Rick Daffern	2225
Paul Webster	1925
Kevin Norton	1375
Mark Oldar	1275
SPTSMN	
Thomas Engelhardt	3900
Robert Madden	3375
Jack Heminway	2437
Guy Smith	1850
Jared Malmquist	1700
SR SPTSMN	
Clive Hannon	4100
Kent Graham	3325

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RESULTS

Duane Feland	2575
Dave Whittle	2525
Pete Croft	1900
S/SR SPTSMN	
Art Webster	4000
Pat Fox	1300
John Bourdeau	900
INT	
Jim Collins	3150
Brad McClellan	2750
Jim Rogers	2625
Ted Feland	1562
Paul Johnson	1450
SR INT	
Dennis Wilson	2900
Joe Slaughter	2500
Don Williams	2400
Mark Miller	2025
William Merritt	1725
S/SR INT	
James Hill	1400
Bill Hannon	825
Joe Wirth	500
VET INT	
Joe Wirth	1300
Gary Stewart	1000
Rick Jenkins	500
NOV	
Mitch Berger	2825
Lee Holth	2800
Philip Luna	1825
Lowell Bellis	1525
Brian Lee	1200
SR NOV	
Dennis Thompson	3700
Ioan Griffin	3375
Mike Rieser	3125
Mark Gravitt	2175
Rick Tenbroek	1667
S/SR NOV	
Tom Blake	4000
Steve Beck	3562
Doug Stephens	3262
John Collins	2825
John Haney	2800
VET NOV	
Dave Stanley	4525
Duane Stone	3450
Bob Grove	2625
Steve Hill	2525
Les Peterson	1950
BEG	
Paul Palermo	1750
Debi Lasater	1400
Richard Zinsmann	925
Kris Rieser	825
Dane Ware	325
SR BEG	
Bill Burrows	3275
George Poe	2525
David Longman	1600
Evan Williams	1425
Robert Perrill	1300
S/SR BEG	
Dennis Reamer	3325
Alan Malmquist	2400
Fred Lang	1850
Sam Schreck	400
VET BEG	
David Baker	4400
Al Nourian	2500
Jack Volder	1900

Hare Scrambles
Lost Creek MX Pk
Amity, AR
Dec. 29
By Pam Lambert

MINI JR	
Brad Courtney	Kaw
Luke Melton	Kaw
MINI SR	
Tim Ferrel	Suz
BEG	
Joe Farme	Hon
David Brewer	Kaw
Hoe Hikcs	KTM
David Hollomon	Hon
Thomas Boyd	Yam
4-STRK	
Kenny McGee	Hon
David Whitt	Hon
Brooks Smith	Hon
OVER 30	
David Smith	Kaw
Tom Murry	Kaw
Layne Melton	Kaw
OVER 40	
Butch Gardner	KTM
Jack Kyzer	Suz
Dan Richards	Hon
125 NOV	
Kevin Corum	Hon
David Hollomon Jr.	Hon
250/500 NOV	
Jason Johnson	Kaw
Michael Java	Yam
Alan Corum	Hon
John Stubblefield	Yam
Pat Boyd	Yam
INT	
Tony Wood	Yam
Jeff Gosten	Kaw
Gary Corum	KTM
Larry Peevy	KTM
James Nash	Hon
EX	
Jeff Plunkett	KTM
Moe Upton	Hon
Martin Upton	KTM
Benny Richards	Hon
Bart Watts	Kaw

Ice Race
Electric City Riders
Warners Lake, NY
Jan. 12
By Larry Dagostino

50	
Mike Alexander	Yam
Tom Newell	Yam
Mary Newell	Yam
Lowell Carson	Yam
Bob LaDuke	Yam
VINT	
Fred Walsh	Bul
L/W SDCAR	
Ronald Daros	Hon
Stephen Flach	Kaw
William Haas	Hon
Edward Zabonski	Yam
Don McCann	Kaw
H/W SDCAR	
Paul Winegar	Kaw
Edward Rudinger	Suz
Aaron Hill	Kaw
Howard Brown	H-D
Peter Kuebler	Suz
SR	
Jay Skidmore	Hon
Keith McCaffery	Hon
Doug Moraski	Hon
Robert Squeglia	Hon
Dave Connelly	Yam
S/SR	
Robert Skidmore	Hon
John Bradley	KTM
Thomas Robert	Yam
Richard Seaman Jr.	Hon
Fred Walsh	Yam
125 AM	
James Conklin	Hon
Dan Linen	Hon
Paul Bradley	KTM
Scott Vandecar	Hon
Joseph Demento	Hon
WOODS KNOBBY	
Richard Destrosier	Suz
Alain Destrosiers	Suz
Richard Seaman Jr.	Hus
Gordon Ahl Jr.	Suz
250 AM	
Joseph Meier	Hon
Stan Nittiskie	Hon
James Conklin	Hon
Daniel Line Jr.	Hon
Hal Rainsmith	Yam
250 EX	
Jay Skidmore	Hon
Keith McCaffery	Hon
Robert Weiss	Hon
Glen Neals	Kaw
Doug Moraski	Hon
OPEN AM	
Robert Skidmore	Hon
Robert Morano	Hon
Mike Clark	Kaw
Kurt Clark	Hon
Dan Marshall	Hon
OPEN EX	
Robert Weiss	Hon
Jay Skidmore	Hon
Bill Newkirk	Kaw
Duane Veeder	Hon
Kurt Spoonogle	Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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The Suzuki Victory Stand

The Brian Swink Victory Tour rips through Florida.

Most of us like to sort of ease into the New Year. Not Brian Swink. He started off 1992 with a solid win in the 125 Eastern Regional Supercross Main Event. Fans who came out for the AMA/Camel Supercross, held in Orlando's famous Citrus Bowl, were treated to a thrilling race between defending champ Swink and Suzuki team member Ezra Lusk, who impressed many by finishing second in his first race as a pro. The Florida Winter AMA MX Pro 125, held just days earlier in Gainesville, had a similar plot as these two intense riders powered their hot, new 1992 Suzuki RM 125's to a 1-2 finish. Keep an eye on these two. With Swink setting the scene and Lusk ready to grab the spotlight, it could be a long year for the competition.

The early returns are in... Suzuki dominates the Glen Helen 250 Pro.

Traditionally one of the largest race series in California, the 16th Annual CMC/Golden State Nationals brought thousands of early season riders to Glen Helen Park in San Bernardino. And once again, it was two Suzuki teammates, Mike Healy and Damon Huffman, battling for the win. Healy, a seasoned veteran, triumphed over the 16-year-old Huffman, who settled for a hard fought second in the 250 Pro. Together, the Team Suzuki riders set an intense pace, putting more than 20 seconds between them and the competition. And the results speak for themselves. At the Glen Helen 250, you had the guys on the 1992 Suzuki RM 250's. And then you had the rest of the pack.

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Why not make 1992 your year to win big? It starts with making one of the '92 Suzuki RMs your bike. Add in one of the biggest and best contingency programs in the country, outstanding technical track-side support and great advice from our Pro-Level and Expert-Level dealers. And just so the competition knows they're dealing with a winner, all '92 RMs feature outrageous new graphics that can only be described as fierce. Why not get your piece of the pie? Stop by your Suzuki dealer and check out the 1992 Suzuki RMs today.

At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed course competition use and related practices only. Professional riders photographed under closed-course conditions.

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That means $1,805,250 for motocross, and $490,850 for off-road—including eight new series each. Plus $36,450 for drag racing and $319,500 for road racing. All for riding to victory on one of the most technically advanced motorcycles ever to wear a number.

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MEGA SERIES/ S.E. REGION Championship $96,000	1 2 3 4 5	$150 $100 $75 $50 $25	15	85cc 7-11 85cc 12-15 125cc Schoolboy 125cc B 125cc C 250cc B 250cc C 25+ A 25+ B 30+ A 30+ B 40+ Super Senior	1 2 3 4 5	$300 $200 $150 $100 $50	15	125cc A 250cc A
CMC PAC WEST $57,600	1 2 3 4 5	$150 $100 $75 $50 $25	8	80cc Beg 80cc Jr 80cc Int 80cc Expert 125cc Beg 125cc Jr 125cc Int 250cc Beg 250cc Jr 250cc Int UTH (25-29) Int Vet Int (30+) Vet Master (30+) Vet Pro	1 2 3 4 5	$300 $200 $150 $100 $50	8	125cc Pro 250cc Pro
NMA WORLD MINI G.P. $12,650	1 2 3 4 5	$200 $100 $75 $50 $25	1	80cc Stock 9-11 80cc Mod 9-11 80cc Stock Beg 80cc Mod Beg 80cc Stock 12-13 80cc Mod 12-13 80cc Stock 14-16 80cc Mod 14-16 Super Mini 12-18 125cc Stock Beg 125cc Mod Beg 125cc Stock Nov 125cc Mod Nov 125cc Stock Int 125cc Mod Int 250cc Stock Nov 250cc Mod Nov 250cc Stock Int 250cc Mod Int 500cc Non-Pro Vet's 30+	1 2 3 4 5	$300 $200 $150 $100 $50	1	125cc Stock Pro 125cc Mod Pro 250cc Stock Pro 250cc Mod Pro
TEAM GREEN SPRING NATIONALS $5,200	1 2 3 4 5	$150 $100 $75 $50 $25	1	85cc 7-11 85cc 12-13 85cc 14-15 125cc A 125cc B 125cc C 250cc A 250cc B 250cc C Plus 25 Vet A Vet B Plus 40 Seniors	NO PROFESSIONAL CLASSES			
CMC SPRING CLASSIC $57,600	1 2 3 4 5	$150 $100 $75 $50 $25	8	80cc Beg 80cc Jr 80cc Int 80cc Expert 125cc Beg 125cc Jr 125cc Int 250cc Beg 250cc Jr 250cc Int UTH (25-29) Int Vet Int (30+) Vet Master (30+) Vet Pro	1 2 3 4 5	$300 $200 $150 $100 $50	8	125cc Pro 250cc Pro
MAMMOTH MOUNTAIN MX $12,000	1 2 3 4 5	$300 $200 $150 $100 $50	1	80cc Jr 80cc Int 80cc Expert 125cc Int 125cc Jr 250cc Int 250cc Jr Vet Int Vet Jr Vet Expert Senior +40 Women Amateur Women Expert	1 2 3 4 5	$300 $200 $150 $100 $50	1	125cc Expert 250cc Expert
AMA AMATEUR REGIONAL QUALIFIERS $96,000	1 2 3 4 5	$300 $200 $150 $100 $50	6	85cc Stock 7-11 85cc Stock 12-13 85cc Mod 9-13 85cc Stock 14-15 85cc Mod 14-15 125cc Stock 12-15 125cc Mod 12-15 125cc B Stock 125cc B Mod 125cc C Stock 125cc C Mod 250cc B Stock 250cc B Mod 250cc C Stock 250cc C Mod Amateur +25	1 2 3 4 5	$300 $200 $150 $100 $50	6	125cc A Stock 125cc A Mod 250cc A Stock 250cc A Mod
AMA AMATEUR NATIONALS $41,875	1 2 3 4 5 6 7 8 9 10	$400 $300 $250 $200 $150 $125 $100 $75 $50 $25	1	85cc Stock 7-11 85cc Stock 12-13 85cc Mod 9-13 85cc Stock 14-15 85cc Mod 14-15 0-125cc Women 125cc Stock 12-15 125cc Mod 12-15 125cc B Stock 125cc B Mod 125cc C Stock 125cc C Mod 250cc B Stock 250cc B Mod 250cc C Stock	1 2 3 4 5 6 7 8 9 10	$400 $300 $250 $200 $150 $125 $100 $75 $50 $25	1	125cc Stock 125cc A Mod 250cc A Stock 250cc A Mod Open A

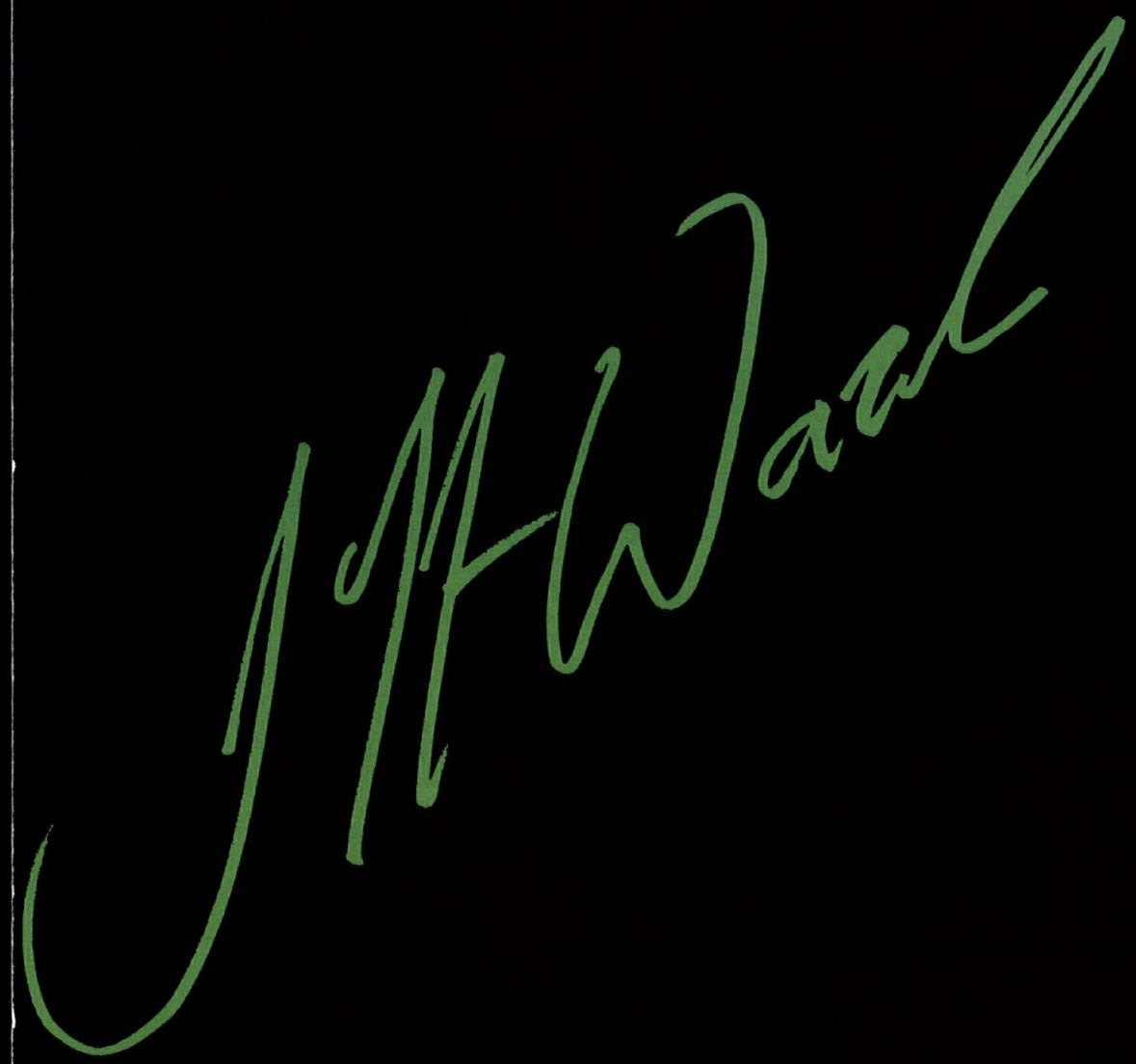
1992 DRAG RACING CONTINGENCY

EVENT	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS
IDBA $14,400	Funny Bike Pro Comp Pro Stock Top Gas Super Comp Pro Gas Super Gas Super Elim E.T. Bracket	1	$200	8
NHRA $6,750	Pro Stock	Winner -1 Runner-Up -2	$500 $250	9
DRAGBIKE! USA $15,300	Funny Bike Top Fuel Pro Street Pro Stock Ultra Elim Pro Gas Super Gas Comp Elim Production Elim E.T.	1	$200 $200 $200 $200 $200 $200 $200 $100 $100 $100	9

1992 ROAD RACING CONTINGENCY

EVENT	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS
AMA NATIONAL CHAMPIONSHIP SERIES $74,000	Superbike	1 2 3 4 5	$5,000 $2,000 $1,000 $750 $500	8
AMA/CCS SUPERSPORT SERIES $76,250	GTU GTO	1 2 3	$2,000 $1,000 $500	10
	Top Expert (GTU/GTO classes)	1 2 3	$100 $75 $50	10
	Top Expert Series Bonus (based on total overall points)	1 2 3	$1,000 $500 $250	
AMA/CCS ENDURANCE SERIES $76,250	Same Classes and Payout as AMA/CCS Supersport Series			10
AFM NORTH $33,600	250 Production 250 Superstreet 600 Production 600 Superstreet 750 Production 750 Superstreet Open Production Open Superstreet	1 2 3	$300 $150 $75	8
WERA REGIONAL SPRINT SERIES $45,000	Superstock B Superstock C	1 2 3	$500 $300 $100	*25 (see Wera for schedule)
WERA PRO SERIES (FORMULA USA) $14,400	Superstock B Superstock C	1 2 3	$500 $300 $100	8

Eligibility Requirement: "KAWASAKI" logo must be displayed on rider machine.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
Schedule/classes subject to change due to decision by event promoter or event organization.
*Please note: ALL CONTINGENCY EARNED IN 1992 MUST BE CLAIMED BY DECEMBER 31, 1992.
For information about the '92 contingency program contact KMC - Public Relations at 714/770-0400 ext. 2623.



1992 MOTOCROSS CONTINGENCY

	AMATEUR				PROFESSIONAL			
EVENT	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	CLASSES
CMC	1	$300	8	80cc Open 9-11	1	$750	8	125cc Pro
GOLDENSTATE	2	$200		80cc Beg	2	$650		250cc Pro
	3	$100		80cc Jr	3	$600		
$197,200	4	$75		80cc Int	4	$500		
	5	$50		80cc Expert	5	$400		
				125cc Beg	6	$375		
				125cc Jr	7	$350		
				125cc Int	8	$325		
				250cc Beg	9	$300		
				250cc Jr	10	$250		
				250cc Int	11	$200		
				UTH (25-19) Jr	12	$150		
				UTH (25-29) Int	13	$100		
				Vet Jr (30+)	14	$75		
				Vet Int (30+)	15	$50		
				Vet Master (30+)				
				Vet Pro (30+)				
				OT (40+) Jr				
				OT (40+) Int				
				OT (40+) Master				
AMA WINTER	1	$300	5	85cc 7-11	1	$750	5	125cc Pro
SERIES	2	$200		85cc 12-13	2	$650		250/500cc Pro
	3	$100		85cc 14-15	3	$600		
$101,500	4	$75		125cc A	4	$500		
	5	$50		125cc B	5	$400		
				125cc C	6	$375		
				125cc Youth 12-15	7	$350		
				250/500cc A	8	$325		
				250cc B	9	$300		
				250cc C	10	$250		
				25+ A	11	$200		
				30+ A	12	$150		
				35+	13	$100		
				40+	14	$75		
					15	$50		
GFI WINTER	1	$200	12	80cc Beg	1	$300	12	125cc Pro
SERIES	2	$100		80cc Nov	2	$200		250cc Pro
	3	$75		80cc Int	3	$150		
$105,600	4	$50		80cc Expert	4	$100		
	5	$25		125cc Beg	5	$50		
				125cc Nov				
				125cc Int				
				250cc Beg				
				250cc Nov				
				250cc Int				
				UTH (25-29) Jr				
				UTH (25-29) Int				
				Vet Nov				
				Vet Int				
				Vet Pro				
				OT (40+)				
MTEG	NO AMATEUR CLASSES				1	$400	9	250cc
ULTRACROSS					2	$250		
SERIES					3	$200		*Ultracross
					4	$100		Championship
$11,000					5	$50		Bonus-$2,000
GNC FINAL	1	$150	1	Mini Beg 7-11	1	$300	1	125cc Expert
	2	$100		Mini Stock 7-11	2	$200		250cc Expert
$6,400	3	$75		Mini Jr 7-11	3	$150		
	4	$50		Mini Beg 12-15	4	$100		
	5	$25		Mini Stock 12-13	5	$50		
				Mini Stock 14-16				
				125cc Beg				
				125cc Stock Nov				
				125cc Stock Int				
				250cc Beg				
				250cc Stock Nov				
				250cc Stock Int				
MMDA SPRING	1	$300	7	80cc 7-11 (Jr)	NO PROFESSIONAL CLASSES			
SERIES	2	$200	(+ final)	80cc 12-15 (Sr)				
	3	$150		125cc 12-15 Jr				
$70,400	4	$100		125cc A				
	5	$50		125cc B				
				125cc C				
				250cc A				
				250cc B				
				250cc C				
				Plus 25				
				Plus 30				
NESC	1	$150	32	85cc Beg	1	$300	32	125cc Expert
	2	$100		85cc Jr	2	$200		200cc+ Expert
$192,000	3	$75		85cc Advanced	3	$150		
	4	$50		125cc Beg	4	$100		
	5	$25		125cc Jr	5	$50		
				125cc Advanced				
				125cc Am				
				125cc Nov				
				200cc+ Amateur				
				Vet's/Am 35+				
				Vet's/Am 40+				
NUCLEAR MX	1	$150	10	80cc Jr	1	$300	10	125cc
SERIES	2	$100		80cc Sr	2	$200		250cc
	3	$75		125cc B	3	$150		
$40,000	4	$50		125cc C	4	$100		
	5	$25		250cc B	5	$50		
				250cc C				
CAROLINA	1	$150	10	85cc 7-11	1	$300	10	125cc A
SPRING SERIES	2	$100		85cc 12-15	2	$200		250cc A
	3	$75		125cc Schoolboy	3	$150		
$56,000	4	$50		125cc B	4	$100		
	5	$25		125cc C	5	$50		
				250cc B				
				250cc C				
				25+ A				

1992 OFF-ROAD CONTINGENCY

	AMATEUR				PROFESSIONAL			
EVENT	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	CLASSES	FINISH PLACE	AMOUNT OF CONTINGENCY	# OF EVENTS	CLASSES
SCORE $27,500	NO AMATEUR CLASSES				1	$750 $1,000 $1,500 $1,000 $750 $500	5	Class 20 Class 21 Class 22 Class 30 Class 40 Class 50
AMA GRAND NATIONAL CROSS COUNTRY SERIES $37,800	1 2 3	$150 $100 $50	14	200cc B 250cc B Vet B	1 2 3	$300 $200 $100	14	200cc A 250cc A Vet A
AMA NATIONAL HARE SCRAMBLES SERIES $21,600	1 2 3	$150 $100 $50	9	200cc B 250cc B	1 2 3	$300 $200 $100	9	AA 200cc A 250cc A
AMA ISDE QUALIFIERS $9,000	NO AMATEUR CLASSES				1 2 3	$300 $200 $100	5	125cc Intent 250cc Intent Open Intent
AMA NATIONAL ENDURO $24,300	1 2 3	$150 $100 $50	9	200cc B 250cc B	1 2 3	$500 $300 $100	9	AA
					1 2 3	$300 $200 $100	9	200cc A 250cc A
AMA NATIONAL HARE N' HOUND SERIES $32,400	1 2 3	$150 $100 $50	9	125cc B 250cc B Open B Vet B	1 2 3	$300 $200 $100	9	125cc A 250cc A Open A Vet A
SE&TRA ENDURO ('91-'92 Season) $47,250	1 2 3	$150 $100 $50	15	200cc B 250cc B Vet A Vet B Senior A Senior B	1 2 3	$200 $150 $100	15	AA 200cc A 250cc A
SE&TRA HARE SCRAMBLES ('91-'92 Season) $31,500	1 2 3	$150 $100 $50	10	200cc B 250cc B 200cc C 250cc C Senior A Senior B	1 2 3	$200 $150 $100	10	AA 200cc A 250cc A
NETRA ENDURO ENDURO $32,400	1 2 3	$150 $100 $50	12	B Bantam 0-200 B Light 250 A Vet B Vet A Senior B Senior	1 2 3	$200 $150 $100	12	A Bantam 0-200 A Light 250
NETRA HARE SCRAMBLES $32,400	1 2 3	$150 $100 $50	8	200 B 250 B A Senior B Senior Vet A Vet B	1 2 3	$200 $150 $100	8	200 A 250 A
ECEA $59,850	1 2 3	$150 $100 $50	19	200cc B 250cc B Vet A Vet B Senior A Senior B	1 2 3	$200 $150 $100	19	AA 200cc A 250cc A
SERA ENDURO $44,100	1 2 3	$150 $100 $50	14	126-200 B 201-250 B Senior Expert Super Senior Expert Senior B Super Senior B	1 2 3	$200 $150 $100	14	AA Expert 0-200 Expert 201-250 Expert
SERA HARE SCRAMBLES $25,200	1 2 3	$150 $100 $50	8	126-200 B 201-250 B Senior Expert Super Senior Expert Senior B Super Senior B	1 2 3	$200 $150 $100	8	AA Expert 0-200 Expert 201-250 Expert
FTR ENDURO SERIES $27,600	1 2 3	$150 $100 $50	8	200cc B 250cc B A Senior B Senior Super Senior A Super Senior B Master	1 2 3	$200 $150 $100	8	AA 200cc A 250cc A
FTR HARE SCRAMBLES SERIES $37,950	1 2 3	$150 $100 $50	11	200cc B 250cc B A Senior B Senior Super Senior A Super Senior B Master	1 2 3	$200 $150 $100	11	AA 200cc A 250cc A

Eligibility Requirement: "KAWASAKI" logo and original color plastic components must be on KX/KDX motorcycle.
Winning amateur riders will receive Team Green Bucks certificates redeemable at any authorized Kawasaki dealer nationwide.
Winning professional riders will receive a check directly from Kawasaki Motors Corp., U.S.A.
Rider must complete a 1992 Kawasaki contingency registration form.
*Please note: ALL CONTINGENCY EARNED IN 1992 MUST BE CLAIMED BY DECEMBER 31, 1992
No contingency will be paid by Kawasaki in classes with less than 5 riders entered. Contingency will not be paid in multiple divisions of the same class.
Contingency will be paid in one class only at events which are both AMA Nationals and or Club Series.

OAKLEY
SHOES
SHOES

660

SIMSALL
Kawasa
NGK
3
CAMEL F
KAWASAKI

				Plus 25 Senior Over 30 Senior Over 40				
NMA PONCA CITY GRAND NATIONAL CHAMPIONSHIPS $12,650	1 2 3 4 5	$200 $100 $75 $50 $25	1	80cc Stock 9-11 80cc Mod 9-11 80cc Stock 12-13 80cc Mod 12-13 80cc Stock Beg 80cc Mod Beg 80cc Stock 14-16 80cc Mod 14-16 Super Mini 12-18 125cc Stock Beg 125cc Mod Beg 125cc Stock Nov 125cc Mod Nov 125cc Stock Int 125cc Mod Int 250cc Stock Nov 250cc Mod Nov 250cc Stock Int 250cc Mod Int 500cc Non-Pro Vet's 30+	1 2 3 4 5	$300 $200 $150 $100 $50	1	125cc Stock Pro 125cc Mod Pro 250cc Stock Pro 250cc Mod Pro
TEAM GREEN FALL NATIONALS $4,800	1 2 3 4 5	$150 $100 $75 $50 $25	1	85cc 7-11 85cc 12-13 85cc 14-15 125cc A 125cc B 125cc C 250cc A 250cc B 250cc C Plus 25 Vet A Plus 40 Seniors	NO PROFESSIONAL CLASSES			
CMC TRANS-CAL (California) $72,000	Same classes and payout as CMC Spring Classic		10		Same classes / payout as CMC Spring Classic		10	
KAWASAKI RACE OF CHAMPIONS $9,875	1 2 3 4 5	$200 $150 $100 $75 $50	1	85cc 10-11 85cc 12-13 85cc 14-15 Supermini 125cc Novice 125cc Amateur 250cc Novice 250cc Amateur Open Amateur Plus 25 Adult Sr (30+) Adult Sr Expert (30+) Super Sr (40+)	1 2 3 4 5	$300 $200 $150 $100 $50	1	125cc Pro 250cc Pro 500cc Pro
WINTER OLYMPICS $36,800	1 2 3 4 5	$300 $200 $150 $100 $50	2 SX/MX	85cc Stock 7-11 85cc Mod 7-11 85cc stock 12-13 85cc Mod 12-13 85cc Stock 14-15 85cc Mod 14-15 125cc Stock 12-15 125cc Mod 12-15 125 A /Pro-Am Stock 250 A/Pro-Am Mod 125cc B Stock 125cc B Mod 125cc C Stock 125cc C Mod 250cc B Stock 250cc B Mod 250cc C Stock 250cc C Mod 250/500 A Exp/Stock 250/500 A Exp/Stock Open B/C Plus 25 A Plus 30 A	NO PROFESSIONAL CLASSES			

$364,800 AMA SUPERCROSS CASH CONTINGENCY		
	$156,000	$208,800
FINISH PLACE	125cc Contingency Per Overall finish	250cc Contingency Per Overall Finish
1	$1,500	$5,000
2	$1,250	$2,500
3	$1,000	$1,000
4	$850	$800
5	$750	$750
6	$700	$700
7	$650	$650
8	$600	$600
9	$550	$550
10	$500	$500
11	$450	
12	$400	
13	$300	
14	$200	
15	$100	

$145,300 AMA MOTOCROSS CASH CONTINGENCY	
$97,900 125cc Per Overall Finish	$47,400 250cc Per Overall Finish
$1,500	$1,500
$1,250	$1,250
$1,000	$1,000
$900	$900
$800	$800
$750	$700
$500	$600
$450	$500
$400	$400
$350	$250
$300	
$250	
$200	
$150	
$100	

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Kawasaki

Let the good times roll.

Smith's WIN-FIRE

Good Luck!
Larry Russeler